THE

North-China Herald.

OFFICIAL NOTIFICATION.—It is hereby notified that until further orders, the *North-China Herald* is to be considered the Official Organ of all Notifications proceeding from Her Majesty's Legation and Superintendency of Trade in China.
H. M.'s Legation, Shanghai, 22nd June, 1860.
E. St. JOHN NEALE,
Secretary of Legation.

Vol. XVI., N°. 759. SHANGHAI, SATURDAY, FEBRUARY 11, 1865. Price, Taels 15 ₩ Annum.

INTIMATIONS.

Consulate General of the United States.

Shanghai, July 9th, 1864.

To D. Leroy, *Absconding Debtor.*

WHEREAS, A. E. Rosenthal, Esq., member of the firm of Messrs. Blum, Brothers & Co, of Shanghai, personally appeared before me, Geo. F. Seward, *United States Consul General*, and made Oath that the firm now or lately doing business in Shanghai, under the name of Dunn & Co., whereof you are a member, is indebted to said firm of Blum, Brothers & Co. in the sum of dollars 2638.50.

Therefore you are hereby notified, that your property in the hands of Messrs. Angel & Co. of Shanghai, is attached for the payment of said debt, with interest and costs, and that unless you appear before me within six months from this date, to answer in a suit commenced against said firm of Dunn & Co. by Messrs. Blum, Brothers & Co. to recover said sum, Judgment will be given against you, for said sum, interest and costs.

GEO. F. SEWARD,
U. S. Consul General, Actg. Judicially.
30jy-65 483

NOTICES OF FIRMS.

NOTICE.—The Undersigned have this day entered into partnership as Medical Practitioners at this Port.

During Dr Sibbald's temporary absence, his practice will be carried on by Drs. Henderson and Johnston.

F. C. SIBBALD, M.D., M. R. C. S. E.
JAS. HENDERSON, M.D., F. R. C. S. E.
JAS. JOHNSTON, M.D., M. R. C. S. E.
31ma 559 Shanghai, 1st Jan., 1865.

NOTICE.—The Undersigned begs to announce that he has established himself at this port as *Tea Taster and Inspector*, and all orders confided to his care will receive his best attention.

J. OSBORNE.
tf 516 Shanghai, Sept. 8th, 1864.

NOTICE.

WE have this day established ourselves at this place, as *Public Silk Inspectors and General Commission Merchants*, under the style and firm of Maertens, Latham & Co.

AUG. H. MAERTENS.
THOS. STANLEY LATHAM.
8jy-65 470 Shanghai, 1st July, 1864.

NOTICE.

THE Undersigned (in the absence of Mr. Albert Robinson, M. Inst. C. E.) having been appointed Agents for Messrs. Randolph, Elder & Co., Engineers and Shipbuilders, Glasgow, are prepared to give full particulars concerning the cost of Steamers, Steam Dredging Vessels, Screw Pile Wharves, &c., and to contract for same at home prices.

Plans, models, and specifications of the above can be seen on application.

GLOVER & Co.
tf 434 Shanghai, 18th May, 1864.

NOTICE.—Mr. H. A. Knoop is from this day authorised to sign our Firm by procuration.

KNOOP & Co.
8oc-65 517 Shanghai, Oct. 8th, 1864.

NOTICE.—Mr. H. E. Hübener and Mr. Rud. Brøndsted have been authorized to sign our firm in China.

BOURJAU, HUBENER & Co.
11ma 569 Shanghai, 20th Jan., 1865.

NOTICE.

I HAVE this day admitted Mr. R. H. Baldwin as Partner in my business, which will in future be carried on under the style of J. H. Wignall & Co.

J. H. WIGNALL & Co.
tf 418 Shanghai, 16th April, 1864.

NOTICE.

ON the first of May 1864, Mr. John Broadhurst Tootal was admitted a partner in the business of the undersigned in China.

NICHOL LATIMER & Co., Shanghai.
LATIMER LITTLE & Co., Kiukiang.
tf 467 Shanghai, 6th June, 1864.

NOTICE.

I have *This-day* established myself at this Port as Merchant and General Commission Agent, under the firm of Pickenpack & Co.

V. PICKENPACK.
18fe 540 Ningpo, 17th Nov., 1864.

NOTICE.

I have this day admitted Mr. J. W. Wood a Partner in my Business, which will in future be carried on under the Style and Firm of Cerruti, Wood & Co.

G. E. CERRUTI.
tf 362 Ningpo, 10th February, 1864.

NOTICES OF FIRMS.

NOTICE.—Mr. John Morris has this day been admitted as partner in our firm.

JACKSON & Co.
tf 332 Ningpo, 1st Nov., 1864.

NOTICE.

I have established myself at this port as *Public Tea Inspector & Commission Agent.*

E. HENRY HOW.
tf 412 Foochow, April 1st, 1864.

NOTICE.—The business of the Undersigned as *Public Tea Inspector and Commission Agent* at this port will from this date be carried on under the style of Kinnear & Co.

W. B. KINNEAR.
tf 567 Foochow, Jan. 1st, 1865.

NOTICE.

THE Undersigned have this day established a Branch of their business, as *Merchants and Commission Agents*, at this Port under the management of Mr. William Adamson.

THE BORNEO COMPANY "LIMITED."
tf 218 Hongkong, 1st August, 1863.

NOTICE.—Mr. John Middleton, Jr., is admitted a partner in our firm from the 1st instant.

SMITH, ARCHER & Co.
1ap 570 Hongkong, 23rd Jan., 1865.

NOTICE.—Mr. Edward Pettit has this day been admitted a Partner in our Firm.

Mr. Earnest Deacon is authorised to sign our Firm per procuration.

DEACON & Co.
7ap 563 Canton, 1st Jan., 1865.

NOTICE.

WE have this day established a branch of our firm at Kiukiang under the management of Mr. W. F. B. Sams who is authorised to sign our firm.

INNES & Co.
tf 457 Hankow, 1st July, 1864.

NOTICE.

WE have established a branch of our Firm at Chefoo, and Mr. J. D. Thorburn will sign our Firm per procuration at that place.—

MEADOWS & Co.
tf 297 Tientsin, 2nd November, 1863.

NOTICE.

MR. JAMES DAVIS is this day admitted a Partner in our Firm.

FERGUSSON & Co.
2ap 564 Chefoo, 1st January, 1865.

NOTICE.—The Business hitherto carried on in Yokohama, Japan, by Mr. James S. Downie, will in future be conducted under the name of Fletcher & Co.

Mr. James S. Downie is authorised to sign our Firm per procuration.

FLETCHER & Co.
22ap 525 China, 18th October, 1864.

NOTICE.—We have this day established ourselves at this place as *Merchants and Commission Agents* under the style and firm of Dieckmann, Brothers & Co.

H. WILH. DIECKMANN Jr.
RICHD. DIECKMANN.
Nekolajeffsk on Amur, July 1st, 1864.
24ma 511

NOTICE.

THE Undersigned has established himself at this Port as *Merchant, Commission Agent, Ship Broker, &c.*

ALEX. P. PORTER,
Late Agent for Messrs. Dent & Co.
4my-65 534 Hakodadi, 1st Nov., 1864.

JOHN POOK,
Commission Agent.
4, Lime Street Square,
LONDON.
tf *E. C.*

INSURANCES.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned are now prepared to grant Policies in this Office on the usual terms and conditions to the extent of Shanghai Taels 15,000 on the contents of any one building, situated on the British Concession at Tzechuhlin, Tientsin.

SMITH, KENNEDY & Co.
tf Shanghai, 25th August, 1862.

NETHERLANDS INDIAN MARINE AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned having been appointed Agents for the Company in China, are prepared to grant Insurance on Ordinary Marine Risks to Europe, United States, India, the Straits, Java, or the Colonies, at the Rates of Premium current with the Local Offices. *Policies payable in* London, Hongkong, Singapore, Penang, and Batavia.

TURNER & Co.
tf Shanghai, 13th February, 1857.

INSURANCES.

CITY OF GLASGOW.

Life Assurance Company.

ESTABLISHED IN 1838.

Subscribers Capital £600,000

Accumulated Funds at 20th January, 1864, *(£460,000.)*

Annual Revenue at that date £103,000.

THE Undersigned having been appointed Agents for the above Company in Japan and China, are prepared to accept risks, on terms, particulars of which can be obtained on application to

JARVIE THORBURN & Co.
5no-65 529 Shanghai, 1st Nov., 1864.

NORTHERN ASSURANCE COMPANY.

THE Undersigned have been authorised to Grant Policies against Fire on buildings owned by Europeans and in the occupation of Chinese, provided such buildings are of first class construction and situated in the Foreign Settlement.

TURNER & Co.
tf Shanghai, 9th April, 1862.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above named Company, at this Port are prepared to grant Policies against Fire to the extent of £10,000 on Buildings or on Goods stored thereon.

GIBB, LIVINGSTON & Co.
tf Shanghai, 15th September, 1858.

COMMERCIAL UNION ASSURANCE COMPANY.

Marine Branch: 5 Royal Exchange Avenue, LONDON.

Capital, ... 2,500,000.

THE Undersigned having been appointed Agents for the *Marine Branch* of the above Company, are prepared to issue Policies at current rates of Premium.

GIBB LIVINGSTON & Co.
tf 258 Shanghai, 14th Oct., 1863.

NORTH-CHINA INSURANCE COMPANY.

THE undersigned, as Agents for the above Company, accept Risks on produce shipped from this Port to Shanghai, Amoy, Foochow, Swatow and Hongkong.

MAITLAND, BUSH & Co.
Hong name—Wha-kee.
tf 370 Newchwang, January 1864.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents of the above named Company are prepared to issue Policies of Insurance against Marine Risks to the Extent of Forty Five Thousand Mexican Dollars (Mex. $45,000.) payable in either London or Amsterdam or any of the principal ports in India and China.

HAGEMEYER & Co.
25jy-65 185 Hankow, 9th July, 1863.

LIVERPOOL & LONDON & GLOBE FIRE INSURANCE COMPANY.

THE Undersigned are authorized to grant Policies against Fire on Buildings or their Contents to the extent of £20,000 at this Port, Hankow, Kiukiang and Tientsin, also on approved Chinese Buildings to the extent of £5,000.

DOW & Co.
31de 326 Shanghai, 5th Oct., 1864.

BOMBAY ROYAL INSURANCE COMPANY.

THE Undersigned having been appointed Agents at this Port for the above Company are prepared to grant Policies against Marine Risks on the usual terms and conditions.

DAVID SASSOON SONS & Co.
tf 176 Shanghai, 29th June, 1863.

UNIVERSAL MARINE INSURANCE COMPANY LIMITED.

THE Undersigned having been appointed Agents at this Port for the above Company are prepared to grant Policies against Marine Risks at the Current Rates of Premium.

DOW & Co.
31de-65 324 Shanghai, 1st January, 1864.

EASTERN MARINE INSURANCE COMPANY, REGISTERED.

THE business of this Company has been transferred to The Home & Colonial Assurance Company, Limited who will settle all claims on policies issued by the first named Company.

TURNER & Co.,
Agents
tf 479 Shanghai, July 26th, 1864.

THE LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.

137, Leadenhall Street, London.
JAMES HARTLEY & Co., *Managers.*
Established 1843.

THE Undersigned having been appointed Agents at Nagasaki for the above office are prepared to accept risks by first class steamers.

GLOVER & Co.
2jy-65 465 Nagasaki, 1st July, 1864.

INSURANCES.

ALLIANCE FIRE ASSURANCE COMPANY.

Capital £5,000,000 Sterling.

President:
Sir Moses Montefiore, Bart., F.R.S.
Board of Direction:
James Alexander, Esq., (Alexander, Fletcher & Co.)
C. J. Barnett, Esq., (Barnett, Hoare, Barnett & Co.)
G. H. Barnett, Esq., Glympton Park, Woodstock.
Benjamin Cohen, Esq., New Court.
James Fletcher, Esq., (Alexander, Fletcher & Co.)
William Gladstone, Esq., (Thomson, Bonar & Co.)
G. J. Goschen, Esq., M.P., for the City of London, (Frubling & Goschen.)
Samuel Gurney, Esq., M.P. for Penryn and Falmouth.
James Helme, Esq., Director of the Provincial Bank of Ireland.
Sampson Lucas, Esq., (Lucas, Micholls & Co.)
Elliot Macnaghten, Esq., Director of the Provincial Bank of Ireland.
Thomas Masterman, Esq., Collingwood House, Brighton.
J. M. Montefiore, Esq., Director of the Provincial Bank of Ireland.
Sir Anthony de Rothschild, M.P., for the City of London.
Thomas C. Smith, Esq., 23, Oxford Square, Hyde Park.

Assurances on buildings and contents, accepted at lowest current rates. Losses promptly and liberally settled.

JARDINE, MATHESON & Co.,
Agents in China.
tf 437 Shanghai, 20th May, 1864.

GUARDIAN FIRE & LIFE ASSURANCE COMPANY
11, Lombard St. London.
Established 1821.

CAPITAL TWO MILLIONS STERLING.

Directors.
Sir Minto Farquhar, Bart., M.P., *Chairman.*
Charles Wm. Curtis, Esq., *Depy. Chairman.*
Henry Hulsey Berens, Esq.
Henry Bonham Carter, Esq.
Charles F. Devas, Esq.
Francis Hart Dyke, Esq.
Sir Walter R. Farquhar, Bart.
James Goodson, Esq.
Thomas Hankey, Esq., M.P.
John G. Hubbard, Esq., M.P.
F. H. Jansen, Esq.
G. J. Shaw Lefevre, Esq, M.P.
John Martin, Esq.
Rowland Mitchell, Esq.
James Morris, Esq.
Henry Norman, Esq.
Henry R. Reynolds, Esq.
Abraham John Robarts, Esq.
William Steven, Esq.
Henry Vigne, Esq.
Secretary.
Thomas Tallemach, Esq.
Actuary.
Samuel Brown, Esq.
Superintendent of Fire Department.
Isaac Delvalle, Esq.

The undersigned have been appointed Agents to the above named Company in China and are prepared to grant Policies here or at any of the Treaty Ports against Fire on the usual terms.

ALFRED WILKINSON & Co.
25ju-65 455 Shanghai, 25th June, 1864.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies in this Office on the usual terms and conditions to the extent of £10,000, on any one Building with its contents, or to the extent of £30,000 on three or more separate buildings in the same occupancy.

SMITH, KENNEDY & Co.
tf Shanghai, 25th February, 1859.

MANCHESTER FIRE ASSURANCE COMPANY.

Established 1824.

Capital—ONE MILLION STERLING.

Board of Directors in Manchester.
Edmund Buckley, Esq., Chairman.
David Harrison, Esq., Deputy-Chairman.

John Barratt, Esq.	John Heugh, Esq.
Edmund Buckley, jun., Esq.	Bernhard Liebert, Esq.
John Chapman, Esq., M.P.	Alfred Milne, Esq.
T. Barham Foster, Esq.	Joseph Peel, Esq.

Geo. Withington, Esq.

Board of Directors in London.
Thomas Q. Finnis, Esq., Alderman, Chairman.
John Cunliffe Pickersgill, Esq., Deputy-Chairman.
Henry C. Chilton, Esq. | Patrick D. Hadow, Esq.
William Hallalieu, Esq.

THE undersigned having been appointed Agents for this Company, are prepared to grant Policies against Fire, on buildings or their contents, in Shanghai and Hankow.

HOLLIDAY WISE & Co.
tf 514 Shanghai, 26th Sept., 1864.

THE NORTHERN ASSURANCE COMPANY.

Capital £1,259,760 Stg.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances against Fire to the extent of £10,000 Stg. on any one Building, or on its contents.

For Terms, &c., apply to

TURNER & Co.
tf Shanghai, 3rd February, 1862.

INSURANCES.

PHŒNIX FIRE ASSURANCE COMPANY.
LONDON.
Established in 1782.

Trustees & Directors:
Decimus Burton, Esq.
Travers Buxton, Esq.
Octavius Edward Coope, Esq.
William Cotton, Esq.
John Davis, Esq.
George Arthur Fuller, Esq.
Charles Emanuel Goodhart, Esq.
James Alexander Gordon, Esq.
Edward Hawkins, Jun., Esq.
Kirkman D. Hodgson, Esq., M.P.
William James Lancaster, Esq.
John Dorrien Magens, Esq.
John Timonthy Oxley, Esq.
Benjamin Shaw, Esq.
Wm. James Thompson, Esq.
Henry Heyman Toulmin, Esq.
Matthew Whiting, Esq.

INSURANCES against Loss by Fire are effected by the Phœnix Company upon every description of Property, in every part of the World, on the most favorable Terms.

The promptitude and liberality with which its engagements are always met by this Company are well known, and the importance of its relations with the Public may be estimated from the fact that since its establishment it has paid more than *Eight Millions Sterling* in discharge of Claims for Losses by Fire.

The undersigned having been appointed agents of the above Company are prepared to insure Buildings, Merchandise, Goods, and Property against Fire for *large amounts.*

They are also authorized to insure Ships in the harbour against Fire, with or without cargo.

Claims will be paid either by the Agents here or the Company in London.

HUGHES, WILLGOSS & Co.
26ma-65 387 Yokohama, 3rd Mar., 1864.

ROYAL INSURANCE COMPANY OF LIVERPOOL.

CAPITAL—TWO MILLIONS STERLING
INCOME—THREE HUNDRED THOUSAND POUNDS PER ANNUM.

TRUSTEES:
John Shaw Leigh, Esq. | John Naylor, Esq.
Charles Turner, Esq., *Chairman.*
Ralph Brocklebank, Esq., *Deputy Chairman.*

THE Company is now prepared to grant Policies to the extent of £15,000 on any one Building of European construction or its contents, and to accept Chinese risks to the extent of £8,000 in any locality within the Settlement.

Premiums are payable in drafts at 30 days sight (favor of Percy M. Dove, Esq.)

BOWER, HANBURY & Co.,
Agents for Shanghai.
tf 295 Shanghai, 21st Nov., 1863.

COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned having been appointed Agents at this Port for the above Company are prepared to grant Marine risks on the usual terms.

Policies payable in the principal ports of India and China.

BOURJAU, HUBENER & Co.
tf 123 Shanghai 14th May, 1863.

China Fire Insurance Company.

Subscribed Capital Tls. 2,000,000
In 400 Shares, of Taels 5,000 each.
Paid up Capital Taels 200,000.

Directors.
F. B. Johnson, Esq., (Messrs. Johnson & Co.), *Chairman.*
H. H. Wiggins, Esq., *Manager Commercial Bank of India.*
F. Henderson, Esq., (Messrs. Jarvie, Thorburn & Co.)
F. Porter, Esq., (Messrs. Gibb Livingston & Co.)
J. Thorne, Esq. (Messrs. Thorne Bros. & Co.)
George Tyson, Esq., (Messrs. Russell & Co.)

AGENCIES are established at the several Ports in China and Japan.

L. JOSEPHS,—*Secretary*
tf 320 Shanghai, 22nd Aug., 1864.

YANGTZSE INSURANCE ASSOCIATION.

THE Undersigned, having been chosen Secretaries and Agents of this Association are prepared to issue Policies upon Marine Risks at current rates of premium.

Policies can be made payable in London, New York, Bombay, Calcutta, Singapore, Hongkong, Fuchau and Shanghai.

In addition to the usual brokerage, this Association returns to the assured of each year, at the close of each current year, fifteen per cent of the profits of the Company for that year, divided *pro rata* to the amount of premiums paid by each Policies holder.

The following appointments of Agents for the Association have been made in the Northern Ports of China and in Japan.

S. W. Pomeroy, Jr. Esq., at *Tientsin.*
Messrs. Knight & Co., „ *Newchwang.*
„ Meadows & Co., „ *Chefoo.*
„ Walsh & Co., „ *Nagasaki.*
„ Walsh, Hall & Co., „ *Kanagawa.*

RUSSELL & Co.,
Secretaries.
tf Shanghai, 1st November, 1862.

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NEW ADVERTISEMENTS.

NOTICE:—Mr. James Too is authorised to sign our Firm per procuration from this date till further notice.

LINDSAY & Co.

o 572 Shanghai, 8th Feb., 1865.

NOTICE.—Mr. Hassen Ally Motadhoy is authorised to sign my name per procuration from this day.

K. HABIBHOY.

6my 573 Shanghai, 2nd Feb., 1865.

NOTICE.—Mr. John Whitehead Broadbent, is authorized to sign our firm.

GEO. BARNETT & Co.

11ma 574 Shanghai, 11th Feb., 1865.

SUN FIRE OFFICE.

LONDON.

Established in 1710.

Managers:

Charles Richard Pole, Esq., *Chairman & Treasurer*

The Right Hon. W. Beresford M.P.
The Hon. P. P. Bouverie, M.P.
Harry Chester, Esq.
S. P. Cockerell, Esq.
Hericus Cubitt, Esq.
Russell Ellice, Esq.
Hanyle Morton Farquharson, Esq.
Capt. H. G. Hamilton.
Joseph Hoare, Esq.
Sir J. W. Hogg, Bart.
Felix Ladbroke, Esq.
H. F. Shaw Lefevre, Esq.
Henry Littledale, Esq.
Charles R. Littledale, Esq.
Frederick H. Norman, Esq.
Edward Howley Palmer, Esq.
Brice Pearse, Esq.
Lombert Pole, Esq.
Sir Henry Rich Bart
Oswald Augustus Smith, Esq.
Henry R. Tomkinson, Esq.
Sidney J. Fletcher, Esq., *Secretary*

THE MANAGERS of the SUN FIRE OFFICE LONDON, beg leave to inform the British and Foreign Residents at Shanghai that they have constituted and appointed the undersigned at their Attorneys, to issue Policies of Insurance against FIRE on Buildings, Goods, Merchandize, and other property, at those places.

Full particulars of Rates, &c., may be obtained on application to

LINDSAY & Co.

tf 108 Shanghai, January 1st, 1865.

LONDON AND LANCASHIRE FIRE AND LIFE INSURANCE COMPANIES.

THE Undersigned having been appointed Agents for the above named Company at Shanghai and Hankow, are prepared to grant policies against fire on the usual terms on any one building or its contents, as also on blocks of Chinese buildings.

For terms apply to

TRAUTMANN & Co.

11fe-66 575 Shanghai, 2nd June, 1864.

Miscellaneous Intelligence.

OPIUM QUOTATIONS

For the week ending February 10th, 1865.

M'shee Nov Tls.—	Old. Tls.	Patna N-w Tls.	Old Tls.
4,—	480	.....	340 .....
6,—	470 a 475	.....	325 a 330 .....
7,—	470 a 475	.....	325 a 330 .....
8,—	470 a 475	.....	325 a 330 .....
9,—	465 a 470	.....	320 a 325 .....
10,—	465 a 470	.....	320 a 325 .....

LATEST SHIPPING INTELLIGENCE.

Arrivals.—Feb. 10, *Malacca*,—*Kiukiang*, (Am. str.) Taylor, from Hankow.

Departures.—Feb. 10, *Eclipse*, (Br. sch.) Cannan, for Haskoi; *Celestial*, (Br. sh.) Robinson, for Chefoo; *Hoqueng*, (Am. str.) Johnson, for Hankow and Ports; *Tsu-sin*, (Br. str.) Bound, for Ningpo; *Dumbarton*, (Br. str.) Vincent, for Hongkong; *Whampoa*, (Br. str.) Button, for Ningpo; *Kiangsi*, (Am. str.) Gray, for Ningpo.

PASSENGERS.

Arrivals.—Per Steam-ship *Formosa* from Yokohama, Commander R. E. Tracey, R.N., Messrs. C. Shynell, Captain Fletcher, A. Pittell. Per Mess. Imp. Str. *Labourdonnais* from Hongkong—Mrs. Ortmans and two children, Messrs. Schiblon, Bonneville, Bicherax, Vautier, Schoene, Templer, Gütschow, Bovet, T. Pelijeon, Chabrier, E. Estarice, T. Arnold and servant, W. René, C. Rameau, & Serrant. Per steamer *Nepaul* from Hongkong.—Messrs. E. Hall, Ballance, Carrill, and Jordan.

Departure.—Per Steam-ship *Cadiz*, Captain and Mrs. Gordon, and 3 children, Mr. and Mrs. Marston, Commander R. E. Tracey, R.N., Messrs. R. C. Antrobus, R. Wiston, H. Dent, G. P. Ogelvie, Vielram, E. Grösser, C. Pestonjee, N. H. Harda, F. L. Coates, A. Hasan, W. Dutmering.

BEKANNTMACHUNG.

NACHDEM kraft des am 30ten October 1864 geschlossenen Friedens Dänemark die Herzogthümer Schleswig und Holstein an Preussen und Oesterreich abgetreten, wird, bis auf Weiteres, allen Schleswig-Holsteinischen Schiffen, gleich den Preussischen, Schutz gewährt werden.

Königlich Preussich's General-Consulat.

Shanghai, den 21ten Januar 1865.

NOTIFICATION.

AS by virtue of the treaty of peace, concluded on the 30th of October 1864, Denmark has ceded the duchies of Schleswig and Holstein to Prussia and Austria, all Schleswig Holstein ships shall, until further orders, enjoy equal protection with Prussian ships.

His Prussian Majesty's Consulate General.

11fe 568 Shanghai, Jan. 21st, 1865.

HYDROGRAPHICAL NOTICE. (No. 16.)

ON and after the 5th day of December, 1864, a fixed White Light, placed at an elevation of seventy feet above the mean level of the sea, will be exhibited from the King-Tsun Beacon on the South Bank of the Yang-tze-kiang. It should be visible in clear weather at a distance of 5 or 6 miles.

The same building will display a Red Light at an elevation of 30 feet above the mean level of the sea. This light is intended to keep vessels clear of the dangerous spit that has formed off the Beacon, and it will not be visible from a ship's deck 15 feet above the sea until she is in 18 feet (low water spring tides).

The Beacon is painted red and white chequered, and is surmounted by a bright brass ball.

J. M. HOCKLY,
Harbour Master.

Harbour Master's Office,
Shanghai, 3rd Dec. 1864. 554 7ma

THE London Mail of 26th Dec., due in Hongkong on the 10th February, and here on the 16th.—It arived last year on the 18th February, per *Cadiz*.

ONE of the P. & O. Co.'s steamers with the Mails &c., for Europe, is appointed to leave on Wednesday, the 23rd instant.

The North-China Herald.

IMPARTIAL, NOT NEUTRAL.

SHANGHAI, SATURDAY, FEBRUARY 11, 1865.

THE Report of the proceedings at the meeting of the friends and supporters of the Chinese Hospital at this port, published in our daily issue of the 2nd instant, was no doubt read with much interest by all those who have the good of the Chinese at heart. The unpretending building which rears its head meekly in the center of the densely populated western suburb of the English settlement is the nucleus of much that is most valuable to the destitute and ignorant who day by day throng within its walls. There many thousands receive that relief from bodily ill which the skill and philanthropy of western physicians can alone supply, and there too the precepts of the Christian faith are instilled into the mind at a time when bodily suffering renders the heart particularly susceptible to the influence of religion. The kindness gratuitously lavished on the sick and tormented serves as a practical illustration of the power which the maxims of Christianity exert over the conduct of its professors. The good thus done cannot but possess an effect in leading the better educated to speculate on the advantages of European general knowledge, and to seek for some further manifestations of western science. Thus the education of the mind and heart keeps pace with the physical relief which is afforded. Seing then that the usefulness of this institution is already so well established, it only remains to consider in what manner its sphere may be enlarged, and a greater amount of good done than is even now accomplished. At the last meeting some interesting discussion took place as to the possibility or advisability of turning the Hospital into a school where Chinese youths might be taught to practice for themselves the arts of medicine and surgery. Two objects would thus be rendered attainable, either or both of which would greatly enhance the usefulness of the Hospital. After a few years, if educated natives could be persuaded to devote their time to the study of the healing arts, the Hospital might be left almost exclusively to their care. The number of practitioners being thus largely increased, and each physician being intimately acquainted with the language and the prejudices of his patients, it would become possible to visit the sick at their own homes as well as to distribute out-door relief to those brought from day to day to the Hospital. Or the school at Shanghai might eventually become the center whence a goodly number of trained physicians would spread over the empire, carrying with them the happy results of their western education. It may be said that the balance which each year leaves to the credit of the Hospital is so small that any extension of the plans at present adopted would be unjustifiable. But it must be remembered that the only sources whence a revenue is now drawn are the coffers of foreigners. This perhaps is as it should be, for a large proportion of the surgical cases admitted result from accidents sustained by natives in foreign employ. Applications are being constantly received from men injured by machinery, by falls into the holds of ships, by the breaking of tackles &c., all of which are carefully attended to. But if instruction were given to young men anxious to qualify themselves, fees for admission might very reasonably be charged. The pecuniary difficulty being thus disposed of, the project involves many details which merit careful consideration. Some principle of selection must be adopted, else the hospital wards might be crowded by men incapable of learning, and led by curiosity to witness the wonders of surgery. The language to be used in communicating the principles of the various branches of science is also open to discussion, since from what we know of the construction of Chinese it would seem far more practicable to teach English as a preparatory measure, than to invent a clumsy Anglo-Chinese dialect whereby to convey the complex ideas for which the Chinese language possesses no equivalents. It is true that we may overrate this difficulty, and that a further acquaintance with the structure of Chinese will prove that it is more easily moulded that it now appears. But the most highly accomplished sinologue will join us in representing as almost hopeless any attempt to convey instruction (in, for instance, organic chemistry,) without the aid of a language far more flexible than is Chinese. Yet the difficulty just stated would serve to obliterate the former, as the capacity of each student might be tested by his readiness to apply himself to English, and the ease with which he acquired it; or, what would prove still better, the medical classes might be closed to all except to those who had submitted to a preliminary course of training in one of the schools connected with the Missions. The difficulties in the way are great, but we believe not insurmountable. We need not enlarge on the advantages which we as Europeans might expect to derive from the diffusion of western ideas. Those advantages would, however, we believe be very great. We prefer to let the proposition stand on its own merits as a means of instructing the Chinese, of relieving their wants and alleviating their miseries, while at the same time we create an educated class differing in every characteristic from the so-called "scholars," who now weigh down the country by perpetuating the exploded superstitions and the clumsy philosophy of by-gone years.

SUMMARY OF THE WEEK.

THE weather during the past week has undergone a great change, continued wet having succeeded to the long drought which has lately prevailed. On the 8th, 9th to and 10th much rain fell, and during the nights of the first-mentioned days was accompanied by heavy thunder and lightning. Last night, the temperature sank to freezing point and a quantity of snow fell. The events of the week, as day by day recorded in our daily issue, have have neither numerous nor important. First in order of time comes the banquet given on Saturday evening by the Lodges, Chapter and Encampment to Br. Rawson on his departure from China. A large number of Masons were present, and testified by their enthusiasm how highly respected and esteemed was the guest of the evening. A full report of the proceedings at the meeting of pew renters held on the same day, will be found in another column. On Sunday, while Wang, the chief magistrate of Shanghai, was engaged in conducting an enquiry into the circumstances attending a supposed murder in the French settlement, the proceedings were interrupted by the police, the Mandarin himself arrested, and carried to the French Consulate. The conduct of the police is now under investigation. The matter has already been fully reported and commented on in the *Daily News*. A concert given at the Town Hall in the French settlement, by Messrs. Decrachez and Grossi, has called for favorable comment at the hands of our musical critic. The English Consular Court has not been idle. Judgment has been given *in re the General Meslin*, and a collision case between the steamers *Titan* and *Fire Dart* has also been tried. Abstract reports of those cases will be found below.

The French mail of December 17th with telegrams to the 24th idem, arrived on Thursday, but the news had been anticipated on the 6th instant by the *Dumbarton*. The mail from Yokohama arrived on the 7th, but brought no news whatsoever.

The Autographic Deposition of Chung-wang, the Faithful King, at his trial after the Capture of Nanking.

(*Continued from February 4th, 1865.*)

In the 11th month of last year, when General Tsêng blew up part of the wall near the south gate, the troops in the city had then sufficient food, and, with the creek intervening, were able to repel the imperialist assault. But after this changes took place and the city became harassed more and more every day. Great fear and alarm were prevalent in the city, and there was no one on whom reliance could be placed for the safe keeping of the city or fortifications. In the event of any dispatch from the enemy being picked up and opened without the fact being reported to the Tienwang, the offender, with the whole of his family, was sure to be executed. When General Tsêng drew his lines closer round the city, a severe mandate was issued by the Tienwang to the effect that any one holding treacherous correspondence with the enemy, and any one failing to report the fact, when conscious that such correspondence was going on, should be treated as an accessory and dealt with in the same manner as the offender, that is, be either pounded to pieces or be flayed alive. Who was not afraid of death in this form? Every one must have been. Shortly after this the Sung-wang, Chên-tê-fung, who was in league with the Imperialist division under Siao-fu-szu outside the east gate, and Chu-Tsao-ying, who was also in correspondence with some of General Tsêng's men, were discovered and arrested by the eldest brother of the Tienwang and put into confinement. Chên-tê-fung being an intimate acquaintance of mine, and his mother, over 70 years of age, having solicited my interference on behalf of her son, I expended about 1,800 taels to ransom his life. Not long after this a relation of mine, Sung-yung-ch'i, entered the quarters of General Tsêng, and had a consultation with one of his official retainers upon the matter of advising me to surrender. The retainer said that he had a brother, a crystal buttoned officer, who would be surety for me. Sung-yung-ch'i said that he had not seen the retainer's brother and could not venture to speak with any certainty. He had heard that he was at Tai-chow but could not guarantee the truth of this. When Sung-yung-ch'i came to see me he told me all about the matter, and that he had merely held conversation with the retainer, and could not vouch for the latter's honesty. We had a long discussion together on the same night, and on the following morning Sung, being too fond of drink, went to the house of a friend, when he became overpowered with wine, and divulged the whole of our conversation. Chên-te-fung, half confident and half doubting, wrote to me about it and asked whether what he had heard was correct or not.

It happened that the day on which his dispatch arrived, the Poo-wang, Mo-shih-kuei, the Chuangwang and several other notables, were at my palace having a conference with me, and as the transmission of dispatches at that time of extreme vigilance was regarded with suspicion, this dispatch naturally aroused them, and Mo-shih-kuei having broken open the cover they all eagerly perused its contents. The Pu-wang then asked me whether the contents were correct or not, adding that he, being a member of the Board of Punishments, had a right to demand the surrender of Sung-yung-ch'i, and that if he were not forthcoming he would have to mention the matter to the Tienwang, in which case I should get into trouble.

A guard was placed all round my palace on the look-out, and Sung-yung-ch'i, coming in the evening to consult with me at length upon the matter, was arrested, and Kuo-ssu-szu, one of his friends, was taken with him. The affair occasioned great trouble and would no doubt have resulted in the destruction of my entire family had I not early won the affections of the military and people. The minister and others being rather jealous of me were opposed to condoning me. Sung-yung-ch'i was locked up and was on the point of being executed, but by bribing Mo-shih-kuei, the Tienwang's consent was obtained to an alleviation of the punishment. The feeling of being a relation of Sung's prompted me to interpose for him, and I could not bear to see him die. This affair, which I have stated nearly constituted the extinction of my family, led the Wangs and others to keep a constant supervision over my actions. Spies were kept on the look-out, and precautions taken to prevent any change. It was either at the end of the 4th month, or probably at the commencement of the 5th, when I was in charge of the east gate, that General Tsêng sprung several mines all round. This caused the Tienwang much anxiety and trouble of mind, and eventually so preyed upon him that on the 30th June he poisoned himself. This event led Tsêng to press the city still more, and no hope was left of its being able to hold out.

After the death of the Tienwang, his elder-son Hung-fu-tien ascended the throne, in order to quiet the public mind. General Tsêng had excavated mines in such numbers of places from the East to the South gate, that it was impossible to guard every one of them. In addition to this, two breaches were made in the Shui-si gate which considerably increased the difficulty. The new Sovereign was but a youth, unacquainted with state matters, and with no intellectual genius sufficient to cope with difficulties. The city was each day more closely beleaguered, and this state of affairs went on till the 8th July, when it became evident to us that some demonstration must be made, as the city was then on the point of falling. Under cover of the night we made a sortie from the city, and attacked Tsêng's position, but without success. It was plain to me that the city could not be held, and hence our men were kept under arms all night, ready for any emergency, and in the morning as soon as it was light they returned to their quarters. General Tsêng having however observed the men in the city dispersing, from his eminence on Tai-chin hill, then fired his mine, and his troops stormed the city from the Tai-chin and Dragon's neck hills.

They entered the city on all sides and our men were unable to check them. The garrisons of Chung-kuan and our other forts outside, when they saw the city was lost, either surrendered, ran away or were killed.

When the city fell all came around me with tears in their eyes. After my defeat as the Taiping gate I returned to the Palace gate, where the Young King, together with the (other) two sons of the Tienwang, came to me and asked me what was to be done. I was at this time in a great dilemma and really at a loss how to proceed, and was obliged to discard attention to all save the Young King. To him I gave my war-horse (pony) as he was without one, and rode myself a weak and useless animal. We rode straight to my mother's house in order that I might first bid adieu to its tenant and my other relations. They were all weighed down with grief at my departure, but I was obliged to leave them, and pursuing my way with my companion to Ch'ing-lang Hill we there endeavoured to conceal ourselves. We had at this period a few thousand men who had followed us for the purpose of forming our body guard. Though the Tienwang's days had been fulfilled, the nation injured through others baffling and deceiving him, and the state lost, still, as I had received his favours, I could not do otherwise than evince my faithfulness by endeavouring to save his son. During the night we endeavoured to make a sortie from the North Gate, but Tsêng's men were so strong in position that this was found to be impossible. Our followers were in serious trouble and all of them in tears. We did not know what to do, we thought of the Shui-si gate and the little South Gate, but both these were held by Tsêng's men. We were obliged to think of some alternative as affairs were getting too critical, so we determined to brave death in our last attempt to get out, and at one in the morning I sallied out with the Young Lord and followed by a few hundreds of our guard forced my way out of the city. The cam that we passed were found to be in my formidable array, and all of them defen by high parapets and deep fosses.

As soon as we had left the city, guns we fired from the works on all sides and ince sant shouting took place.

Tsêng's cavalry then came in pursuit u us, and I was parted from the Young Lor As he had never ridden before, and ha never been subject to alarm or fight it i more than probable that he was cut u The pursuing cavalry would have cut hi up on the road without being aware that was the Young Lord. How could they tel who the youth was? After I had parte with the Young Lord my pony was unabl to go, for in addition to its not being a we pony, it had already been used during t whole day's battle, and was weary.

We had neither food for ourselves nor fo our ponies, and many of us separated at day light. My pony not being able to move, I then made a rush for the Huang Hill, in tending to take temporary refuge there. Having nothing to eat I was quite fatiguied and unable to proceed. My war horse (pony) I had given to the Young Lord, and up to the present time am in ignorance as to whether the youth is alive or dead. Had I retained my own pony I should undoubtedly have got away. I took refuge in a ruined temple on the Huang hill, but the people at the foot of the hill knowing that Nanking had fallen, and that there was sure to be some one lurking there, were bent upon making gain and eventually sealed my fate. On my person I had a quantity of valuables wrapped up in a piece of crape, and these in the hurry and confusion of the moment I hung up on a tree when I reached the temple, and meantime refreshed myself in the cool outside. To our surprise, however, some people discovered us, and their numbers increasing, two or three of us in our alarm ran away, and in the hurry I forgot to bring my things away with me. The people pursued us and asked if we had any money, adding that they did not want to take our lives. As soon as they had found out that I was the Chung Wang they knelt down and gave way to tears. Seeing that they were desirous to save me I returned to the Huang Hill with the intention of rewarding them with some pearls and other valuables in order to show my appreciation of their feelings towards me, but unfortunately while one party of people were in pursuit of me, another body of people had gone to the temple and taken possession of my bundle of valuables, and when I returned of course I missed it. The people then advised me to shave my head, but not being willing to consen to this, they said they would not accompany me unless I did so. They begged me to do as they requested, and I thus addressed them, "I am a great minister of a nation now extinct, and of a Sovereign now no more, ha I not escaped but been taken by the Imperialists I should not have been alive, and even if I now live it will not be fair to say men [who have fallen]. I cannot have my head shaved." The people then harassed and pressed me and at last I consented and my head was partly shaved. Disputes arose about the precious stones, and the party of people willing to screen me asked the other party who had secured them to share them, but they were answered by "such things as these can belong only to a chief of the Heavenly Dynasty, how can you ask us to share them with you? You ought rather to arrest this chief." This state of affairs rendered my concealing myself an impossibility and I was finally taken by the pursuing cavalry of General Tsêng and brought here. During my confinement General Tsêng has been kind enough to sustain me with food and the Viceroy has come in person from Ngan-hui to undertake my trial. My repentance being too late I have here given a detail of the affairs of our nation, which I now offer up. I may add that, as a general of Hung's, the whole of those (rebels) outside are under my command, and that I am willing to secure the allegiance of those now in insurrection on both banks of the river as a return for generous treatment received, and to redeem my guilt of past days against the great Tsing Emperor. Were my Sovereign alive, I should be guilty of great faithlessness if I did this, but he having passed away and the nation being now no more I feel it reflects greatly on myself, that my men, to the number of several (tens) of thousands, should be allowed to harass and injure the people when they are unable to support the heavenly nation. If I have the power to act as I say, and I again change, I can only pray to be dealt with summarily according to the law, and, moreover, if I fail to accomplish what I have guaranteed let me also be treated in the same way. If the Viceroy has no confidence in my ability to do what I say let him still keep me in confinement, and let me write a letter from Ngan-hui, where I shall be conveniently situated for managing both banks of the river. I should be glad to know what the Viceroy's decision is.

The above, the handwriting of Li-siu-cheng, was written by him, during his confinement from the 30th July to the 8th of August at the rate of about 7,000 characters daily. His errors have been rectified, his flattery of the Hoonan troops, his [illegible] or nonsensical words, and repetitions have been expunged. His ten propositions anent securing the allegiance of the rebels in Hoopeh and Kiangse as a ransom for his life, and his words announcing ten fatal causes which led to the defeat and death of the rebel Hung have also been obliterated, the remainder although the language is at times inexplicit, and there are discrepancies in the occurrences of events, has been retained in its authentic state.

Signed.—Tsêng, Imperial Commissioner, Senior Guardian of the Heir Apparent, and under Secretary of State, Governor General of the Two Kiang and Hereditary Marquis of the first grade.

Finis.

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THE CHURCH MEETING.

MINUTES *of a General Meeting of Subscribers for the British Episcopal Church, Shanghai, held at H. B. M's Consulate on the 4th February*, 1864.

Present.—Sir H. Parkes in the chair, Messrs. Cuthbertson, Antrobus, Cull, Trustees—Revd. Messrs. C. H. Butcher and Mitchell—Messrs. J. Hogg, Keswick, Johnson, Porter, Whitfield, Whitlow, Carter, Waller, Westall, Markham, Joseph Thorne, Hanbury, Dunn, Kingsmill, Lavers, Dunlop, Hansen, Tyers R. A. Jamieson, Cheshire, Morrison, Colnett, Kidner, Clifton, Cooper, Gamwell.

Mr. Cull read the Report of the Trustees for the year ended 31st Dec., 1864 marked (1), and laid on the table the Treasurer's and Trustees' account for the same period marked (2) (3) (4).

It was then proposed by E. H. Lavers, Esq. and seconded by E. Waller, Esq.

"That the Report and accounts submitted to "the Meeting be passed and that the same be "printed and published."

Resolution put and carried unanimously.

Mr. CUTHBERTSON said that in accordance with the report laid before the General Meeting of Subscribers to the British Episcopal Church at Shanghai, held at H. B. M. Consulate on the 22nd November 1864, the Trustees have now the pleasure to submit for your final approval the plans of the New Church prepared by G.G. Scott Esq., and sanctioned by H.M. Government. These plans, accompanied by Mr. Pennethorne's Report upon them, have had our serious consideration and, as they are now presented, appear to us to meet very fairly all the exigencies of the case, and we hope will be cordially and unanimously adopted and carried out by this meeting. With regard to the delay that has occurred in replacing the old church taken down in 1862 by a new edifice, you are aware that it was not until June 1863 that it was determined to apply to Mr. Scott for new designs. Since then, reference had to be made to Shanghai for certain information as to configuration of the land, cost of materials, labour &c. Eventually plans reached us early in November last, by the hands of the Rev. Mr. Butcher. From the plans of the new Church which have been exhibited, it will be observed that the design is, as usual, cruciform, in the style prevailing in the early part of the 13th century—Massive and substantial in its features, strictly ecclesiastical in character, admirably adapted to the climate, and in its details worthy of the well known reputation of the architect. Under the direction of the Trustees these plans have been partly redrawn by Mr. W. Kidner, and the accommodation has been increased from 460 to 756 sittings, preserving the proportions of the original as nearly as possible. The position of the New Church calls for some particular notice. The original intention in placing the communion table towards the East in the Christian Church, originated in opposition to the Jewish practice of worshipping towards the West or sitting sun, with which the Jewish day began. This has perhaps been superseded by the idea of worshipping with the face towards Jerusalem, and as we are far to the eastward of the Holy City and on the other side of Jordan, we believe we are carrying out the spirit, if not the letter, of ecclesiastical order in adopting the original site with the communion table towards the West.

Of the estimates obtained by Mr. Kidner, the lowest is that of a perfectly responsible native contractor, Wy-yuan-cheong who undertakes to erect.

The Church for	Tls. 70,000
Spire...	„ 15,000
In all.....	Tls. 85,000

This includes the cost of laying on gas and providing all labour and materials necessary for completely finishing the edifice, excepting slates, glass, tiles, rain water pipes and eaves, gutterings, gasfittings &c which are only to be fixed by the contractor. The cost of these materials laid down in Shanghai, reckoning freight at £2 10s. per Ton, is roughly estimated at Tls. 4,680. The whole of the works are to be delivered up to the Trustees completely finished on or before the 31st Dec., 1866, with an extension of time proportionate to any delay that may occur in beginning operations.

Accommodation for 756 persons is provided, exclusive of 20 seats in the choir. Two feet allowed for each sitting. Nave 320, Aisles 260, Transepts 176.

Financially our position is as follows.

Amount originally subscribed	Tls. 18,750
Increased by Accumulation of Interest &c. at 30th June 1864	„ 22,554.92
Reduced by withdrawal of Tls. 5,000, as per Resolution No. 1, meeting 22nd Nov. 1864, and adding Interest till 31st Dec. 1864	„ 18,039.17
The Cost of the New Church being estimated at	Tls. 90,000
We have cash in hand	Tls. 18,039.17
Govt. Grant..... „	6,000
	or
Say with Interest „	25,000
	Tls. 65,000

To provide this amount it is hoped that additional subscriptions will be forthcoming to the extent of Tls. 35,000, and fully recognising the justice of the principle that the present community should not be called upon to make good the entire outlay, the Trustees propose to borrow the remaining balance of Tls 30,000 on the security of the land and buildings, the annual charge upon which would not only be met, but the capital reduced by the yearly revenue from the new Church, supposing the sittings to be fully, or for the most part, rented. To raise this considerable sum of additional subscription, the Trustees appeal without hesitation, to the well known liberality of the Residents, and they do so the more confidently as the undertaking is one possessing a personal interest for every member of the community. If these plans are carried out in their integrity, as we hope they will be, Shanghai will have done itself honour by erecting one of the finest Churches in the East, a Church that will endure for years as a monument of the good taste and liberality of its founders, and to which I hope to hear only one objection raised, that the accommodation it offers is inadequate to meet the probable requirements of the congregation therein to assemble.

I have only further to that add it has been suggested to the Trustees that the subscription lists should be so framed as to admit of quarterly, half-yearly, or even two-yearly payments. The system has been found very successful at home; and we hope will prove equally so here, inducing many, by means of moderate and divided instalments to increase materially the aggregate amount of their donations.

Mr. Keswick then rose to propose the following Resolution.

"That the plans prepared from those "made by Gilbert Scott, Esq. as laid on the "table be adopted, and that the Trustees "be authorized to commence building so "soon as a sum of not less than Tls. 20,000 "has been subscribed for the purpose, be-"yond the amount already in hand."

The motion was seconded by J. Thorne, Esq.

The Chair having replied to a question from Mr. Porter, as to whether this was the proper time to discuss the election of a clerk of works, that it would be more convenient that the general question should be first considered,

Mr. J. Hogg urged the Meeting to ask themselves whether a work of such a costly nature as that proposed was within their means. In his opinion it would be more advisable to ascertain with some precision the amount that could be raised before they committed themselves to plans which cost Taels 90,000. If that sum could not be collected they must then necessarily be satisfied with a less expensive structure. In the second place he objected to the plans on the ground that they were not Mr. Gilbert Scott's but Mr. Kidner's, and he considered that a fictitious character should not be given to them.

Mr. Antrobus replied to the two issues raised by Mr. Hogg. Firstly as to the probable amount of funds, he had little doubt that, without expecting more than might reasonably be looked for from the community, a similar degree of liberality to that hitherto shewn might still be relied upon. Four years ago eighteen thousand (Taels 18,000) Taels had been promptly contributed, and although the interval had not been one of uninterrupted prosperity, he did not think the community as a whole had grown poorer or more backward in their wish to provide themselves with a suitable place of worship. On the contrary it was known that the community had greatly increased in number while the numerous banks and other public establishments that had since been opened gave promise of increasing resources. It might reasonably be hoped that the establishments which profited so largely by the trade of the place would contribute in proportion to their means. It would be seen that the scheme of the Trustees contemplated present contributions to the amount of not more than Tls. 35,000, and without being too sanguine as to the result, he could not anticipate any serious difficulty in raising this amount. Secondly as to Mr. Hogg's remark that the plans were not Mr. Gilbert Scott's but Mr. Kidner's, he explained that slight additions had been introduced into Mr. Scott's plans to admit of the increased accommodation which was indispensable. These consisted simply in lengthening the building by one bay, widening it by three feet and dispensing with the clerestory, by which some saving in the thickness of the walls was secured, and the building with these additions could thus be constructed at the same cost as if Mr. Scott's plans were strictly followed. Fresh drawings with these emendations had been made by Mr. Kidner, but he would not on that account have been justified in putting his name to them as his plans. Mr. Kidner had also drawn the elevation of a spire which had been omitted by Mr. Scott. A comparison of the new drawings with those sent out by Mr. Scott, both sets being on the table—would at once show the proposed additions which could scarcely be called alterations.

Mr. Porter then proposed as an amendment.

"That this meeting be adjourned until a convenient day about the 21st March next, and that in the mean time plans and estimates be procured from the several architects in China and submitted to the Trustees, Pew renters and Subscribers."

Mr. James Hogg seconded the above amendment.

Mr. Cuthbertson reminded the meeting that new plans would involve another reference to the Home Government and another delay of twelve or eighteen months.

The Chairman briefly announced the two-fold object of the Meeting as being, firstly to receive the Report and accounts of the Trustees for the year that had just terminated, and secondly to consider and approve the plans for the proposed new Church.

Mr. Gamwell suggested that greater despatch might be secured in the end by taking more time for deliberation in the first instance. That nothing could be done until money was collected, and that in the meantime the various architects in the place might be invited to send in plans and estimates. He would also ask whether another reference to the Home Government might not be as requisite in the event of Mr. Gilbert Scott's plans which had been sanctioned, being altered.

The Chairman thought that the proposed alterations would not necessarily require a fresh approval by the government, if they involved no material departure from the plans already sanctioned. It appeared to him desirable to remember that the plans before the meeting were those which Mr. Howell had been specially authorized by the meeting of June 11th 1863 to procure.

Mr. Gamwell explained that it was expected that plans would have been obtained for a building that would not cost more than Tls. 60,000, whereas those that had been sent out would entail, they were now told, an outlay of Tls. 90,000.

The amendment was then put to the meeting and lost.

Mr. J. Hogg then moved as an amendment that the words forming the first part of the Resolution viz "that the plans prepared from those made by Gilbert Scott Esq., as now laid on the table be adopted" – be omitted.

Mr. F. B. Johnson seconded this amendment, as he considered it preferable to satisfy themselves as to their ways and means before they proceeded to confirm plans entailing an expenditure that they might afterwards find they were not able to meet.

The amendment being put to the meeting was lost by 13 noes to 10 ayes.

Mr. Dunn then proposed as an amendment, which was seconded by Mr. Alabaster, the insertion, after "Gilbert Scott, Esq." of the words "be adopted in their integrity as regards proportion," in place of the words "as now laid on the table be adopted."

This amendment being put to the meeting found only two supporters and was therefore lost. The Rev. Mr. Butcher, in reply to a previous enquiry by Mr. Hogg, explained that the raising of a portion of the money needed by loan, would not prove an obstacle to the consecration of the church.

The original resolution was then put to the meeting and carried.—Ayes 12, Noes 6.

Mr. Porter then brought forward the subject of the selection of a clerk of works, which he had alluded to at the opening of the discussion. He would first enquire whether it was in the power of the Trustees to make this appointment themselves or whether their selection would not require the confirmation of the meeting. Mr. Kidner had been named by the Trustees, but he did not approve Mr. Kidner, and, on the contrary would prefer Messrs. Whitfield and and Kingsmill, and he could refer to the house they had recently built for his firm, Gibb Livingston & Co., as an instance of the satisfactory manner in which they turned out their work. He therefore proposed this resolution,

"That Messrs. Whitfield and Kingsmill be appointed architects to superintend the erection of the proposed Trinity Church."

Mr. Keswick seconded the resolution. He considered it only fair that Messrs. Whitfield and Kingsmill should receive the appointment, as they had been led to expect it from previous Trustees, and Mr. Kidner, who they now heard of for the first time, was unknown to the community. He believed Messrs. Whitfield and Kingsmill had furnished the data for the plans now before the meeting, and had therefore already been employed on the church.

Mr. Cuthbertson explained that the assistance obtained by previous Trustees from Messrs. Whitfield and Kingsmill was limited to a ground plan of the Church compound, and a statement of the price of bricks and labour at Shanghai. It was true that having immediate need of professional assistance to enable them to draw plans and form estimates, and not feeling confidence in Messrs. Whitfield and Kingsmill, the Trustees had selected Mr. Kidner to carry out the works, but they were of course aware that it was a point on which they would have to be bound by the sense of the Meeting.

Mr. Hogg considered that it would be a hard case if Messrs. Whitfield and Kingsmill were not allowed to have charge of the works. He read a letter written by Mr. Webb, as Trustee, to Mr. Whitfield, on the 4th December 1862, stating that the plans of Messrs. Stevens and Robinson must be abandoned on account of their expensive character, and asking if he, Mr. Whitfield, could not obtain a contract on a more moderate scale. He thought that this was evidence both of Messrs. Whitfield and Kingsmill being then regarded as the architects of the Trustees, and of the economy which the latter at that time deemed desirable.

Mr. Antrobus remarked in reply,—that the Trustees did not consider themselves bound in any way by the understanding said to have existed between the late Rev. Mr. Hobson and the late Mr. Gribble, nor were they cognisant of the fact that the late firm of Gribble and Whitfield had been started on the faith of such an arrangement. From the minutes of the meeting of 11th June 1863 it would appear that no understanding of this kind was there recognized, inasmuch as Messrs. Whitfield and Kingsmill then applied to be allowed to submit plans for the new church, a proposal which was not entertained, the resolution of the pew renters present being to place the matter in the hands of G. G. Howell, Esq., R.A. through the medium of Mr. W. G. Howell. He was bound, however, frankly to state that these were not the only nor the principal reasons why the Trustees had selected Mr. Kidner to carry out the works in preference to Messrs. W & K. They had been mainly influenced in their decision, which he might remark was perfectly unanimous, by reports of the unsatisfactory character of the works for which these gentlemen were responsible, and the protracted delay in their completion. He would only refer to one of these, the Commercial Bank Buildings, as to which the Trustees had received a communication from one of the tenants, animadverting in strong terms on the faulty construction of the property in such details as were strictly within the province of the architect's supervision. Other similar instances might be mentioned, but the Trustees were extremely averse to bring what might be termed personal and professional matters before this meeting, and would much rather have avoided making even this short explanation. In justification however of the course taken by the Trustees, these remarks had been rendered necessary, and he hoped that the meeting were fully convinced that the Trustees had only one object in view, viz that the care and supervision of so important a work should be entrusted only to whoever in their opinion was most competent to undertake it. That Mr. Kidner was fully qualified for the position the Trustees were satisfied, partly from personal experience and partly from the testimonials he possessed. These showed that he had studied his profession under Professor Donelson of London; that he had superintended extensive alterations and the erection of a new church at Broadlands the seat of Lord Palmerston, the German Hospital at Dulston, &c., &c besides having had eighteen months experience of practical building in the office of one of the largest contractors in London. On this explanation it remained for the meeting to say whether or not they approved of the selection that had been made.

Mr. Dunn strongly opposed the appointment of Messrs. Whitfield and Kingsmill. Mr. Porter had spoken of the satisfaction they had afforded him, but he was obliged to give testimony of a very opposite nature. Mr. Dunn cited details showing that certain works which they had superintended for him and others had proved most indifferent and insecure, and he foresaw that the protracted and costly efforts of this community to obtain a safe and well-built church would be rendered nugatory, if the construction of it were confided to Messrs. Whitfield and Kingsmill.

Mr. Kingsmill defended himself against that portion of Mr. Dunn's remarks which referred to the accident to the Canton Church. He showed that he was in no degree responsible for that misfortune, having been called on to carry out the work of the architect who had suddenly died, and he had had to build upon his foundations The tower only, and not the body of the Church had suffered in that instance. He, Mr. Kingsmill, had enlarged the plans of the Canton Church but had not altered them.

Mr. F. B. Johnson thought it undesirable than the discussion should assume a personal character, and therefore moved as an amendment.

"That the selection of the clerk of the works be left in the hands of the Trustees."

Mr. J. Thorne seconded the amendment, which being put to the meeting was carried by Ayes 14—Noes 8.

Mr. Porter's original Resolution being thus thrown out, the amendment was now put as a substantive Resolution and carried by the same number of votes.

Mr. Antrobus read a letter from the Secretary to the Municipal Council, dated yesterday, proposing that about half of the area of the Church compound should be given up for the purpose of a Town Hall The Trustees having received the letter, submitted it to the consideration of the meeting, but they were not in favor of the proposal, or at all events to the extent proposed, and he thought it doubtful whether, under the Trust they could alienate any portion of the ground.

Mr. Whitlow had no hesitation in giving an opinion decidedly adverse to the scheme of the Council, and Mr. Keswick at once proposed as a Resolution—

"That the proposal of the Municipal Council to appropriate a considerable portion of the Church land for the erection of a Town Hall, as stated in their letter of the 3rd instant, be not entertained."

Mr. F. B. Johnson seconded this Resolution, which was carried unanimously.

The meeting then terminated with the usual compliment to the Chairman.

(Sd.) HARRY S. PARKES.
Consul & Chairman.

TRINITY CHURCH.

REPORT *of the Trustees to be submitted to the Meeting to be held at the British Consulate on Saturday the 4th February*, 1864.

The Trustees in presenting the accounts of the Church for the past year, have to report that—

Building Accounts.—In accordance with the Resolution passed at the meeting held on the 22nd Nov. last, the sum of Tls. 5,000 has been withdrawn from the Building account and passed to the credit of the general account; the balance remaining at the Oriental Bank has been transferred to the Mercantile Bank on deposit, bearing interest at 8 per cent. per annum.

General Accounts.—The whole of the debt to Messrs. Dent & Co. has been paid off, but as shown by the general account, this leaves the Trustees in debt to the extent of Tls. 2,798.32.

Parsonage Loan.—An authentic list of the subscribers to the Parsonage Loan has been obtained during the present week. The amount due to the subscribers on the 1st January 1861 was Tls. 4,050, and on this sum there is now 4 years interest due, but against this, and also towards the liquidation of the capital sum, there is an amount at the credit of the Parsonage account of Tls. 1,964.89, which will be more than sufficient to pay what is due.

At the last meeting the amount due for interest on the Parsonage loan was duly recognised, but since then the Trustees have discovered that they are under a direct obligation to provide an equal amount in liquidation of the sum subscribed.

Trust Deed.—A Trust Deed has been in preparation by Mr. Lawrance, the Solicitor, but owing to that gentleman's unavoidable absence from Shanghai, the matter is in abeyance for the present.

Plans for New Church.—It only remains for the Trustees to lay before the Meeting the plans for the new Church, forwarded through Mr. Howell from Mr. Gilbert Scott, which under directions from the Trustees have, whilst adhering to the original plans and proportions, been so enlarged as to provide sittings for 756 persons instead of 460, the former number being in the opinion of the Trustees more in accordance with the probable requirements of the community.

Estimates of the cost have been obtained from several builders, the total, everything included must be reckoned at Tls. 90.000.

The Trustees recommend these plans for adoption, and suggest that they should be authorized to commence the work so soon as the sum of Tls. 30,000 has been subscribed for the purpose, beyond the amount already in hand.

R. C. ANTROBUS,
W. G. CUTHBERTSON, } *Trustees.*
JAMES CULL,

[Want of space prevents us from publishing the Statements and Accounts appended to the Report. They will appear in our next issue.—ED.]

H. B. M. CONSULAR COURT.

February 6th, 1865.

E. PARNET, late Master of the French ship *General Meslin*,
and
A. RONDEAU, Commissaire de division, French Navy,
versus,
OWNERS of the steamer *Promise*.

The following is a copy of the judgment given in the above case.

In these two cases Captan Parnet seeks to recover from the owners of the *Promise* $27,200 as the value of the ship *General Meslin*, and M. Rondeau $18,607, as the value of stores belonging to the French Government which were laden on board the *General Meslin* when that vessel was run into by the steamer *Promise* on the 4th November last. By a previous decision, this Court held that the collision was attributable to the negligence of the defendants, and the question remaining to be determined is the amount of the damage which they thus occasioned.

It was proved by the plaintiffs in the earlier evidence in this case that the *General Meslin* at the time of the collision occupied a berth so close in to the bank that, as soon as she began to draw 14 feet she occasionally touched by the stern as she swung round. About 25 minutes elapsed from the moment she was she struck until she filled, during which time the crew of the *General Meslin*, assisted by a pilot and some men from the *Promise*, endeavoured to put her on to the bank, and it would appear that they partially succeeded in doing so, as the boatswain alleges that the ship forged in two breadths until she sunk. After she had filled, she lay with 12 feet alongside at low water, and at low tide her upper deck and the surface of the cargo were clear of water. The weather was fine at the time of the accident and continued so until after the vessel had been abandoned.

Although these circumstances were favorable to the recovery of the vessel, the master of the *General Meslin* made no attempt to raise her. Being guided by the opinions of several surveyors who advised him that the cost of raising and repairs might amount to or even exceed three-fourths of her value; and acting, as he states, under the official direction of his Consul, he abandoned her fifteen days after the accident, and the vessel and cargo were then sold by order of the French Consul General for the benefit of the concerned. No offer was made by Captain Parnet to surrender the vessel to the defendants, nor did the latter object to the abandonment or suggest a different course. They elected to remain silent until their position as wrong-doers was legally established, and they now contend that the injury sustained by the vessel was slight and could have been repaired at a comparatively trifling cost.

The Court have, therefore, to consider in the first place whether the abandonment was necessary, and if not at what cost the *General Meslin* might have been restored to the condition she was in at the time of the collision. The Court and the assessors are quite agreed in their opinion that the ship, being in the position above described, could have been raised, and they also consider that the injury done by the collision was not too serious to admit of repair. Forty-two days after the accident, when it may be assumed that her cargo had become heavier by saturation and a thick deposit of mud, she was pumped out and floated with appliances that from the first were within the reach of Captain Parnet, and although she again sunk as being towed up to Shanghai, a witness proved that this second disaster was the result of palpable mismanagement. The Court, under these circumstances, cannot treat the case as one of total loss, and must hold the measure of damages to be the cost that would have been incurred in raising the ship, which the Court and assessors, upon a close calculation, estimate at 6,268 dollars. Proceeding with Captain Parnet's claim, the Court having come to the above conclusion as to the possibility of repairing the vessel, necessarily excludes the claim for freight, but allows thirty days demurrage at $41.24 per day for thirty days, as the time that would probably have been occupied with the repairs, and also $150 as the passage money of three passengers. The two succeeding items relative to the alleged cost of sending the crew home and particular losses, were withdrawn by the plaintiffs at the hearing. The money item is struck out by the Court, as it is clear from Captain Parnet's evidence that this might have been saved, and his claim for stores is reduced by $487, on the ground that some of the things might have been recovered or would not have been totally lost had the vessel been raised. The total sum for which the Court enters judgment in favor of Captain Parnet is therefore $8,386.95.

Had the ship been raised, the cargo could have been recovered at the same time, although in a condition more or less deteriorated according to the nature of the various articles. Of the total lading of 420 tons, 370 tons consisted of coals, and fifty tons of provisions of a perishable character,—clothing, medical stores, &c., all which would be liable to extensive injury by contact with water; and although the intrinsic depreciation of the coals would be limited, the cost of removing such a sodden lading, the expense of sale and of re-shipment are serious charges in the account. The defendants are bound to make good any deterioration that would have been sustained by submersion of the cargo during such time as might reasonably have been occupied in raising the vessel, but are not liable for any further loss entailed by her abandonment. The Court apprehend that this deterioration could only have been satisfactorily ascertained by public sale of the damaged goods, and that the defendants are bound to make good the difference between the amount that would have been thus realised and the original value of the articles or the cost of replacing them. The Court estimates the cost of Cardiff coal on board ship at eight taels per ton, but in all other respects M. Rondeau's valuations and statements of quantities have been accepted. Taking in succession the five heads of his claim, and after a careful examination of the numerous items of which these are composed, the Court and assessors have come to the conclusion that the amount of damages under each head would be justly fixed as follows:—

To the Coal.....	$2,855.50
„ Rope.....	423.25
„ Clothing.....	890.58
„ Provisions.....	2,131.50
„ Medicines and Hospital Stores	5,584.77
Total.....	11,885.60

And the Court accordingly enters judgment in M. Rondeau's favor to that amount.

The defendants will bear all costs of suit, with the exception of the deposit fee of one per cent, which will be divided between the parties, the defendants paying on the amount of the judgments and the plaintiffs on the difference between these and the original claims.

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INSURANCES.

"HAMBURG—BREMEN FIRE INSURANCE COMPANY."

THE Undersigned having been appointed Agents in China for the above named Company are prepared to grant Policies against Fire at Shanghai to the extent of £10,000,—on one risk, as under:

1,—On Buildings or on their contents.
2,—On Ships, lying in port, or on their contents.

For further particulars apply to

WM. PUSTAU & Co.,
Agents in Shanghai.

tf Shanghai, 1st December, 1858.

AUSTRALASIAN FIRE, LIFE, AND MARINE INSURANCE COMPANY.

(Liability Limited.)
MARINE DEPARTMENT.

THE Undersigned having been appointed Agents in Shanghai for this Company, are now prepared to issue Policies on Marine Risks only, on the usual terms.

Losses can be made payable in Shanghai, Hongkong, Calcutta, Melbourne, or London.

AUGUSTINE HEARD & Co.

tf 308 Shanghai, 4th December, 1863.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY INCORPORATED BY ROYAL CHARTER AND ACT OF PARLIAMENT.

ESTABLISHED 1809.
CAPITAL £2,000,000.

THE Undersigned have been appointed Agents at this Port, Kiukiang, and Hankow for the above Company, and are prepared to accept risks against Fire at each place, on the customary conditions.

For further particulars apply to

GILMAN & Co.

tf 417 Shanghai, 23rd April, 1864.

THE LANCASHIRE INSURANCE COMPANY.

THE Directors of the Lancashire Insurance Company have appointed Messrs. W. R. ADAMSON & Co. Agents for the Company at Shanghai.

By Order,

GEORGE STEWART,
General Manager.

tf 240 Manchester, July 1863.

FOR SALE.

WORKS ON SALE.
At the Presbyterian Mission Press.

BROWN'S COLLOQUIAL JAPANESE OF CONVERSATIONAL Sentences in English and Japanese, ...$6.00.
Martin's ANALYTICAL READER, a Short Method for Learning the Chinese written Language, ... $4.00.
EDKINS' MANDARIN GRAMMAR—a Grammar of the Chinese Colloquial Language commonly called the Mandarin Dialect, ...$5.00
EDKINS' PROGRESSIVE LESSONS in the Chinese spoken language .....$2.00.
Culbertson's China or DARKNESS IN THE FLOWERY LAND, ...$1.00.
Herniaz's Guide to Conversation in the English and Chinese Languages,.....$3.00.
Macgowan's Phrases in the Shanghai Dialect, ...$5 00.

27ju-65 163 Shanghai, 27th June, 1864.

FOR SALE.

GIESLER'S Creaming Champagne, Port, Sherry, &c., &c.

SMITH, KENNEDY & Co.

tf Shanghai, 16th September, 1859.

FOR SALE.

SHERRY Yasi's in 2 & 5 doz. cases, Tls. 8 p. doz
Port, " " " " 8 "
Champagne, in 1 " " " 12 "
Clare, (Barton & Guestier's)
St. Julien, in 1-doz. cases, " 8 "
Medoci 1 " " 5 "
Cognac Brandy, 1 " " 10 "
do. do. 1 " " 6 "
India Pale Ale 4 " casks " 2 "

CHAPMAN, KING & Co.

tf 223 Shanghai, 12th September, 1863.

COPPER-PLATE PRINTING.

CARDS Printed from ENGRAVED COPPER-PLATES at the *North-China Herald* Office.

Shanghai, May, 1863.

NOTICE.

報新海上

THE CHINESE SHIPPING LIST AND ADVERTISER is now issued regularly on *Tuesdays, Thursdays* and *Saturdays* and offers a sure means of communication with the Chinese Merchants, who have become so largely interested in the Shipping interest here.

PRICE OF CHINESE NEWSPAPER.—$4 per annum or half a dollar per month.

TERMS OF ADVERTISEMENTS.—2 Tls. Cents per character.

Contracts will be made at low rates for three months and upwards with the Owners of Steamers and others trading to and from this Port—*payable in advance.* n

At the North-China Herald Office.

Bills of Lading per ship.
Charter Parties.
Powers of Attorney, and Wills.
Protests, English and American.
Comprador Check Books.
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Bills of Exchange, in Book.
Blank Forms of Custom-house Permits for Shipping and Lading Goods.
Shipping Article.
Bill of Sale.
Declaration of Ownership.
Ship's Wages List.

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THE
Oriental Bank Corporation.
(INCORPORATED BY ROYAL CHARTER 30TH AUGUST, 1851.)

PAID-UP CAPITAL, £1,260,000.
RESERVED FUND, £252,000.

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UNION BANK OF LONDON.

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PROVINCIAL BANK OF IRELAND.
THE NATIONAL BANK.

HEAD OFFICE- THREADNEEDLE STREET, LONDON, E.C.

SHANGHAI BRANCH.

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THE Corporation receive money on Deposit, re-payable on demand, upon which no interest is allowed.

They also receive money on Fixed Deposit, re-payable at Twelve Months Notice, upon which interest at Five per cent per annum is allowed.

They discount Bills and Notes payable in Shanghai, having at least two approved names unconnected in general partnership, and they make advances upon Bullion and Goods not of a perishable nature, in the custody of the Bank.

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The Corporation issue Drafts on the Bank of England payable on demand, and on the Union Bank of London payable at Six months sight; and they grant Circular Notes for the use of travellers, negociable in all towns of importance throughout the world.

They also issue Drafts on the Agencies and Branches of the Corporation at Hongkong, Yokohama, Bombay, Calcutta, Ceylon Madras, Mauritius, Melbourne, Singapore, and Sydney, at the exchange of the day.

Bills payable in Europe or in any of the above places are purchased or remitted for collection.

Information as to the rules of business may be had at the Office, or on application by letter to the Agent

D. McLEAN,
Acting Manager.

tf 775 Shanghai, 2nd Jan., 1865.

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INCORPORATED BY ROYAL CHARTER.
Authorised Capital £2,000,000.
Subscribed Capital £500,000 of which £300,000 is paid, and remainder in course of being called up.
Head Office—No. 4 Lombard Street.

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Robert Hannay, Esq., (Messrs. Grey and Co.)
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GENERAL MANAGER.—Harry John, Esq., late Agent at Bombay for Chartered Mercantile Bank of India, London and China.

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The Bank of England.
The London Joint Stock Bank.
BROKERS—Messrs. Foster and Braithwaite.
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AGENTS.

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Agencies and Branches are being organised at Bombay, Calcutta, Singapore, Ceylon, Hongkong, and Shanghai.

The Corporation will shortly be prepared to grant Drafts, and negociate Bills of Exchange payable at the above places, issue Letters of Credit, and conduct every description of Banking business connected with the East.

6fc485 6th August, 1864.

HOUSES & LAND.

NAGASAKI.

TO Let, a dwelling House pleasantly situated on the Sagaramatre hill, particularly well adapted for invalids, or families intending to spend the summer there.

The House consists of four reception Rooms on the ground floor and four bed rooms upstairs.

Kitchen, good offices, large gardens, all in complete order.

For particulars apply to

BUISSONNET & Co.,
Shanghai.
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Nagasaki.

tf 453 Shanghai, 18th June, 1864.

MISCELLANEOUS.

INDIGESTION & STOMACHIC WEAKNESS.

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T. MORSON AND SON,

Wholesale and Export Druggists, Manufacturers of the far-famed PEPSINE WINE, are enabled to offer the purest and surest substitute for the Gastric Juice,

ITS USE IS NOW UNIVERSAL.

Sold in Bottles 4, 8, & 16 ozs., and obtainable of all Chemists and Patent Medicine Vendors.

Morson's Pepsine Lozenges, Powder, Patent Gelantine, and all Granular Preparations, &c.

Manufacturers of Chemical, Pharmaceutical and Photographical Preparations.

T. MORSON AND SON,
19 and 46, Southampton Row, London.

*** Orders (payable in London), are most carefully shipped.

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CAUTION!

ELLWOOD'S PATENT AIR-CHAMBER HATS.—CAUTION.—The Patentees having established the validity of their Patent, in an action tried on the 20th and 21st days of June last, in the Court of Common Pleas at Westminster, in which Ellwood and another of No. 24, Great Charlotte Street, Blackfriars-road, in the Borough of Southwark, Wholesale Hat Manufacturers, were Plaintiffs; and Christy and others of No. 35, Gracechurch-street, in the City of London, also Wholesale Hat Manufacturers, were Defendants; and the Court of Common Pleas having, on the 15th day of November instant, refused the Defendants application for a New Trial, with Costs to be paid by the Defendants: We, the undersigned Solicitors for the said Plaintiffs, do hereby give notice to all Manufacturers, Dealers in, and Sellers of Hats, Caps, or Helmets, that we are instructed to proceed by Suit in Chancery against all persons so manufacturing, dealing in, or selling Hats, Caps, or Helmets, constructed on the principle of "ELLWOOD'S PATENT AIR-CHAMBER HATS," unless the previous consent of the Patentees be obtained, at the same time the Plaintiffs reserve to themselves the right of taking proceedings against prior Infringers.

Dated this 17th day of November, 1864.

GRANE, SON, AND FESENMEYER,
23, Bedford-row.
Solicitors for Messrs. Ellwood and Sons, 24, Great Charlotte-street, Southwark, Patentees for Air-Chamber Hats.

JOHN ELLWOOD & SONS,
24, GREAT CHARLOTTE STREET, BLACKFRIARS ROAD, SOUTHWARK,
Patentees for Air-Chamber Hats.

CAUTION.—No Air-Chamber Hats or Helmets are genuine unless they bear the above stamp, with either Ellwood and Son's, or the seller's name in the shield.

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OAKEY & SONS'
WELLINGTON KNIFE POLISH,
EMERY, BLACK LEAD, &c.

JOHN OAKEY & SONS,
MANUFACTURERS OF
EMERY, BLACK LEAD, GLASS AND EMERY PAPER & GLASS CLOTH.
INDIA-RUBBER KNIFE-BOARDS, &c.
WELLINGTON MILLS,
172, Blackfriars Road, S., London.

8jy 560 Jan. 7th, 1865.

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BURGOYNE & BURBIDGES,
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TRADE MARK—B & B

Publish monthly a Price Current of nearly 3,000 Drugs, Chemical, Pharmaceutical, and Photographic Preparations, Patent Medicines, Surgical Instruments, &c., and every description of Medical Sundries.

This is the most complete List ever published, and will be forwarded every month, FREE OF ALL CHARGE, upon application.

*** As the latest fluctuations of the Market are always noted, this List is invaluable to Chemists, Druggists, Storekeepers, and Surgeons.

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ANY ONE CAN USE THEM.

A basin of water is all that is required to produce the most brilliant and fashionable colours on SILKS, WOOLLENS, COTTONS, RIBBONS, &c., IN TEN MINUTES, By the use of

JUDSON'S SIMPLE DYES.

Ten colours, Price 1s. 6d., 2s. 6d., and 5s. per bottle.

These Dyes will also be found useful for imparting colour to FEATHERS, FIBRES, GRASSES, SEAWEED, IVORY, BONE, WOOD, WILLOW SHAVINGS, PAPER, Also for TINTING PHOTOGRAPHS AND FOR ILLUMINATING.

May be had of all Chemists throughout the United Kingdom and British Colonies.
Wholesale Depot: 19, Coleman Street, LONDON.

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MISCELLANEOUS.

MORE CURES OF CONSUMPTION, COUGHS, ASTHMA, AND DISEASES OF THE CHEST AND LUNGS,
BY
DR. LOCOCK'S PULMONIC WAFERS.

EXTRACT of a letter from Mr. C. Ward, stationer, &c., Market-place, Heckmondwike, Yorkshire, May 27th, 1863.—"The cures of consumption, asthma, and other diseases of the chest and lungs, are regularly occurring. One person in Liversedge, a village adjoining this town, named James Richardson, who has been an asthmatical man for nearly twenty years, declares that they are worth £1 a box (using his own words). He feels quite a new man through this truly valuable medicine." Dr. Locock's Pulmonic Wafers give instant relief of asthma, consumption, coughs, colds, and all disorders of the breast and lungs. To singers and public speakers they are invaluable; they have a pleasant taste. Price 1s. 1½d. 2s. 9d., and 11s. per box. Sold by all druggists.

tf (3) 532 October 29th, 1864.

TUPPER & Co's
CALVANIZED CORRUGATED IRON AND PATENT TILES,
FOR
ROOFS, SHEDS, CHURCHES, OUT-BUILDINGS, &c.

In order to protect the Public, all Tupper & Co.'s Manufactures are marked,—
"TUPPER & COMPY., Manufacturers,
"G1a, *Moorgate Street, London;*
"WORKS LIMEHOUSE AND BIRMINGHAM,"

With either of their brands, Best Best TC with Crown over; Best Cross Daggers; or G in Circle.

For Prices, Drawings, and general information, apply through any respectable Londonhouse, or to the Manufacturers direct.

61a. *MOORGATE STREET, LONDON.*

*** Catalogues forwarded on application.

CAUTION.

Inferior qualities are being sold as Tupper & Co.'s make.

o-a-f 24de 550 December 24th, 1864.

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G. H. HARRINGTON & Co. MARINE ARCHITECTS, ENGINEERS AND SURVEYORS, 27, Leadenhall Street, London E. C.

Contracts entered into for Building Wood or Iron Screw and Paddle Steamers, Sailing Ships, Tugs or Barges suited to Sea or River Navigation.

Patent Combination Vessels with Teak Planking and Iron Frames.

Estimates and particulars forwarded on application, and contracts made for delivery of all kinds of Vessels in China, &c.

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SAUCE.—LEA AND PERRINS' WORCESTERSHIRE SAUCE.

PRONOUNCED
BY
CONNOISSEURS
TO BE THE
ONLY GOOD SAUCE AND APPLICABLE
TO
Every Variety of
DISH.

Extract of a Letter from a medical gentleman at Madras to his brother at Worcester, May, 1851.

"Tell Lea and Perrins that their sauce is highly esteemed in India, and is, in my opinion, the most palatable as well as the most wholesome sauce that is made.

CAUTION.

LEA AND PERRINS

Beg to caution the public against spurious imitations of their celebrated

WORCESTERSHIRE SAUCE.

L. & P. have discovered that several of the Foreign Markets have been supplied with NUMEROUS IMITATIONS, the labels closely resembling those of the genuine Sauce, and in one or more instances the name of L. and P. *forged.*

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31de-65 318 Dec. 24 1863.

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SOLID OR OTHERWISE, TO SUIT ALL CLIMATES. BY APPOINTMENT.

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BILLIARD TABLE MANUFACTURERS,
TO HER MAJESTY THE QUEEN, AND H.R.H. THE PRINCE OF WALES,
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Cloths of the finest texture. Balls of superior and well-seasoned Ivory turned on the truest Mechanical principles.

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Being the best Light ever constructed for Billiard Tables.

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1au-65 493 Shanghai, 13th Aug., 1864.

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PATENT, MARCH 1st, 1862.

MESSRS. GABRIEL'S Invention for supplying Artificial Mineral Teeth, with soft flexible gums, entirely dispensing with the use of springs, wires, or metallic fastenings, and especially adapted for warm climates.

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Parties at the extremity of the globe, by forwarding particulars as to the condition of their mouths, with an enclosure of One Guinea, will receive by return that which will enable them to take an impression of the mouth, so as to enable Messrs. G. to forward either a partial or complete set of Teeth.

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26mm-65 389 March 26th, 1864

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DOUBLE Waterproof Central Fire Caps, Felt Waddings to prevent the leading of Guns, Wire Cartridges for killing Game, &c., at long distances, Breech Loading Cartridge Cases of superior quality for Shot Guns and Rifles, Pin Cartridges for "Lefaucheux" Revolvers of 7, 9, and 12 milimetres.

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For Enfield, Whitworth, and Henry's Rifles, also for Westley Richard's, Terry's, Wilson's, Prince's, Deane's, and other Breech Loaders.

Bullets of uniform weight made by compression from soft Refined Lead.

ELEY BROS., Gray's-Inn-Road, London W. C.
[WHOLESALE ONLY.]

1au-65 494 o-a-f 13th Aug., 1864.

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YOKOHAMA,
JAPAN.

tf 264 Yokohama, 5th October, 1863.

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CIVIL ENGINEERS AND ARCHITECTS.
New Ann.

Orders received for Machinery and Iron work of all descriptions to be executed in Eng-land under the superintendence of an Experienced Civil Engineer and Machinist.

18ju-65 464 June 18th, 1864.

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SHANGHAI.

WATSON, CLEAVE & Co.
Chemists & Druggists,
NANKIN ROAD, NEAR THE BUND,
SHANGHAI.
大藥房

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Wm. DATO and Co.,
GENERAL STORE-KEEPERS, WINE AND SPIRIT MERCHANTS,
SHANGHAI.
Yang-king-pang, Corner of Rue Montauban.

tf Shanghai, 4th April, 1862.

Edited by R. ALEXANDER JAMIESON.
Printed & Published every Saturday, at the North-China Herald Office, Shanghai.]

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SUPPLEMENT

TO THE

"NORTH-CHINA HERALD," FEBRUARY 11, 1865.

SHANGHAI TEA, SILK, COTTON AND OPIUM RETURNS FOR SEASON 1865.

From Imperial Maritime Customs.

TEA.

GREAT BRITAIN.

Ship.	Cleared	Destination	Congou.	Souchong.	Oolung.	Flowery Pekoe.	Brick.	Total Black.	Japan Unclassed.	Sorts.	Young Hyson.	Hyson.	Hyson Skin.	Twankay.	Imperial.	Gun Powder.	Total Green.
Total as per last Report			20039.44	...	...	22.15	96.00	20157.59	...	2767.99	4885.25	829.99	16.53	487.73	1043.11	3287.76	12818.37
Benvenue	Feb. 2	London.	1860.11	...	...	...	...	1860.11	...	...	932.95	311.75	...	35.92	243.76	604.58	2128.96
			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Piculs	21899.55	...	...	22.15	96.00	22017.70	...	2767.99	5818.21	1141.74	16.53	523.65	1286.87	3892.34	14947.33

HONGKONG AND COAST PORTS.

Ship	Cleared	Destination	Congou	Souchong	Oolung.	Flowery Pekoe.	Brick.	Total Black.	Japan Unclassed.	Sorts.	Young Hyson.	Hyson.	Hyson Skin.	Twankay.	Imperial.	Gun Powder.	Total Green.
Total as per last report			1.35	...	...	...	...	1.35	...	...	...	515.10	...	...	...	...	515.10
Glengyle	Feb. 3	Hongkong	...	...	...	...	...	...	...	...	...	45.90	...	...	...	...	45.90
Oriflamme	" 6	"	...	...	...	...	...	...	...	...	...	113.28	...	...	...	...	113.28
Wokee	" 11	"	78.00	...	...	...	...	78.00	...	...	...	...	...	...	...	...	...
Dumbarton	" 11	"	...	...	...	...	...	...	...	...	...	11.62	...	...	...	...	11.62
		Piculs	79.35	...	...	...	...	79.35	...	...	...	685.90	...	...	...	..	685.90

MONTREAL.

Ship.	Cleared.	Destination.	Congou.	Souchong.	Oolung.	Flowery Pekoe.	Brick.	Total Black.	Japan Unclassed.	Sorts.	Young Hyson.	Hyson.	Hyson Skin.	Twankay.	Imperial	Gun Powder.	Total Green
Total as per last Report			207.12	...	...	...	...	207.12	...	87.17	5210.30	592.55	...	387.42	838.36	2013.37	9129.17
			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
			207.12	...	...	...	...	207.12	...	87.17	5210.36	592.55	...	387.42	838.36	2013.37	9129.17

SILK.

GREAT BRITAIN.

Ship	Cleared	Destination	Raw		Thrown		Total.		Japan Re-exports		Japan Transhipment		Coarse.		Refuse.		Cocoons.	
			Bales	Picuts	Bales	Picuts	Bales	Picuts	Bales	Picuts	Bales	Picuts	Bls.	Pls.	Bales	Picuts	Bales	Picuts.
Total as Dumbarton	per last Feb. 4	Rep ti . . . London	196	162 40	.....		196	162.40	52	56.00	.....		753		59	114.62	.....	
			219	177.54	.....		219	177.54	...	...	.....		.....		...	...	.....	
			.....		.....		.....		...	...	.....		.....		...	...	.....	
			.....		.....		.....		...	...	.....		.....		...	...	.....	
			.....		.....		.....		...	...	.....		.....		...	...	.....	
			415	339.94	.....		415	339.94	52	56.00	.....		753		59	114.62	.....	

HONGKONG.

Ship	Cleared	Destination	Raw		Thrown		Total.		Japan Re-exports		Japan Transhipments		Coarse		Refuse		Cocoons	
			Bales	Picuts	Bales	Picuts	Bales	Picuts	Bales	Picuts	Bales	Picuts	Bls	Pls.	Bales	Picuts	Bales	Picuts
Total as Dumbarton	per last Feb. 4	Report.... Hongkong	5	3.70	....		....		....		....		..		....		....	
			12	9.52	....		....		....		....		..		....		....	
			.....		....		....		....		....		..		....		....	
			17	13.22	....		....		....		....		..		....		....	

COAST PORTS.

Ship.	Cleared	Destination	Raw.		Thrown.		Total.		Japan Re-exports		Japan Transhipments		Coarse		Refuse		Cocoons	
			Bales	Picuts	Bales	Picuts	Bales	Picuts	Bales	Picuts	Bales	Picuts	Bls.	Pls	Bales	Picuts	Bales	Picuts
Total as	per last	Report....	1	37	....		1	37	....		....		..	..	....		....	
			..	..	....		..	..	....		....		..	..	....		....	
			1	37	....		1	37	....		....		..	..	....		.....	

THE CONTINENT.

Ship.	Cleared	Destination	Raw		Thrown		Total		Japan. Re-exports		Japan. Transhipment		Coarse		Refuse		Cocoons	
			Bales.	Picuts	Bales	Picuts	Bales	Picuts	Bales	Picuts	Bales	Picuts	Bls	Pls.	Bales	Picuts	Bls.	P
Total as Dumbarton	per last Feb. 4	Report.... Marseilles	146	116.78	.....		..	....	....		....		....		....		....	
			70	56.27	.....		..	....	....		....		....		....		....	
			..	....	.....		..	....	....		....		....		....		....	
			216	173.05	.....		..	....	....		....		....		....	..	....	

INDIA.

Ship.	Cleared	Destination	Raw.		Total	
			Bales	Picul	Bales	Picuts
Total as	per last	Report....	17	13.60	17	13.60
			17	13.60	17	1 3 60

COTTON.

Ship.	Cleared	Great Britain. Export	Great Britain. Re-export	Great Britain. Transhipped	Hongkong. Export	Hongkong. Re-export	Hongkong. Transhipped	Coast Ports. Export	Coast Ports. Re-export	Coast Ports. Transhipped	India. Export	India. Re-export	India. Transhipped	America. Export	America. Re-export	America. Transhipped	Total. Picuts.
Total as per last Report		34,042	6.347	629	2,527	...	...	17,288	...	69	434	168	...	...	...	...	61.504
Glengyle ... Feb.	3	...	...	...	2,702	...	...	...	...	...	...	...	...	...	...	...	2,702
Wokee	4	...	...	...	100	...	...	...	...	...	...	...	...	...	...	...	100
Dunbarton	4	...	...	...	1,345	...	...	...	...	...	...	...	...	...	...	...	1.345
Chantileer	9	...	...	...	...	...	...	100	...	...	...	...	...	...	...	...	100
Oriflamme	9	...	...	...	670	...	...	...	...	...	...	...	...	...	...	...	670
J. C. Munro	9	...	...	...	1,131	55	...	...	...	...	...	...	...	...	...	...	1,186
		34,042	6.347	629	8,475	55	...	17,388	...	69	434	168	...	...	...	...	67,607

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OPIUM

OPIUM RETURN FOR WEEK ENDING FEBRUARY 4TH, 1865.

IMPORTED.

	Malwa. Chests	Malwa. Weight	Patna. Chests	Patna. Weight	Benares. Chests	Benares. Weight	Persian. Chests	Persian. Weight
Imported and stored on board Receiving Vessels, ...	784	784.00	135	162.00	35	42.00	...	...
Imported and transhipped for re-exportation without being stored on board Receiving Vessels or landed, ...	34	34.00	...	...	...	...	...	...
Imported direct to the shore, ...	...	...	3	3.60	...	...	...	...
Total	818	818.00	138	165.60	35	42.00	...	...

	Malwa. Chests.	Malwa. Weight.	Patna Chests.	Patna Weight.	Benares. Chests	Benares Weight	Persian Chests	Persian Weight.
Landed for Receiving Vessels and intended chiefly for Local consumption	67	67.00	71	85.20	...	...	...	...
Total ...	67	67.00	71	85.20	...	...	...	...

RE-EXPORTED.

Description.	Chinkiang. Chests.	Chinkiang. Weight.	Kiukiang. Chests.	Kiukiang. Weight.	Hankow. Chests.	Hankow. Weight.	Chefoo. Chests.	Chefoo. Weight.	Tientsin. Chests.	Tientsin. Weight.	Newchwang. Chests.	Newchwang. Weight.	Ningpo. Chests.	Ningpo. Weight.	Foochow. Chests.	Foochow. Weight.	Honghong. Chests.	Honghong. Weight.	Takao. Chests.	Takao. Weight	Total. Chests.	Total. Weight.
Malwa	69½	69.50	105	105.00	188	188.00	...	...	...	...	...	...	115½	115.50	...	...	...	...	...	...	478	478.00
Patna	2	2.40	1	1.20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	3.60
Benares	...	...	...	...	...	...	...	...	...	...	...	...	12	12.00	...	...	...	...	...	...	12	12.00
Persian	...	...	...	...	...	...	...	...	...	...	...	...	...	...	127½	127.50	...	...	...	...	493	493.60
Total	71½	71.90	106	106.20	188	188.00	...	...	...	...	...	...										

H. B. M. CONSULAR COURT.

Before SIR HARRY S. PARKES, K.C.B.
H. B. M. Consul.

Captain LEWES, } *Assessors.*
Captain ROBERTS, }

Shanghai, February 6th, 1865.

MASTER and OWNERS of Str. *Fire Dart, versus* MASTER and OWNERS of Str. *Titan.*

and,

MASTER and OWNERS of Str. *Titan, versus* MASTER and OWNERS of Str. *Fire Dart.*

This was a cross action in which both cases were merged in one by mutual consent.

The plaint brought on the part of the steamer *Fire Dart* was to the effect that the persons having the management of the steamer *Titan* did on or about the 7th January, 1865, in or near the entrance of the Woungpoo, so negligently and unskilfully navigate and direct their vessel that she came into violent collision with the steamer *Fire Dart*, and in consequence the *Fire Dart* was greatly injured and delayed; that the collision was entirely attributable to their fault and misconduct, and the sum of Tls. 1,453 was claimed as compensation.

On the part of the *Titan* a general denial was made of the above charge.

The case of the *Titan* was first proceeded with.

The deposition previously made by H. CHOWNE sub-lieut of the *Barossa*, was read. Witness was coming up the river in the *Barossa* when the collision took place. He considered that if the *Fire Dart* had continued her course after she passed the *Barossa* the collision need not have taken place.

The deposition of the chief engineer of the *Titan* was then read. He deposed that the *Titan* was not going at more than half speed. The engines were stopped before the *Fire Dart* struck her. After the *Titan* righted she went ahead slowly. The *Fire Dart* seemed to him to be lying right across the bow of the *Titan* when he first noticed her.

The deposition made by C. BAKER, 1st officer of the *Volcan*, guest on board the *Titan* at the time, was read. He saw that the *Fire Dart's* paddle-wheels never stopped during the collision The *Titan* steamed slowly ahead after the collision but was recalled by the *Fire Dart's* whistle. They asked Capt. Lockworth whether he did not see their red light. Captain Lockworth answered that he did not. Witness did not see it himself. He did not believe there would have been a collision had the *Fire Dart* kept her course. He did not think there was room for the *Fire Dart* to pass between the bank and the *Titan*. He could not swear that there was no red light on board the *Fire Dart*, but he did not see one.

The deposition of the chief officer of the *Titan* was then read. The *Fire Dart* asked the *Titan* to tow him up to Shanghai. Captain Lockworth said he could not, as one of his paddle-wheels was injured, but that he would lie near him for the night. This he did. He, witness, considered that the *Titan* was too close in shore. He did not notice any colored lights on board the *Fire Dart*, but he would not swear they were not there. He did not notice the *Fire Dart's* wheels moving round after the collision.

J. E. COCKERAM, master of the steamer *Titan* said:—I remember going down the river to look for ships on Friday the 6th of January last. I recollect anchoring close in shore on the following day at about 2 o'clock P.M. The Kintoan beacon bore from where I anchored, about S.E. at a distance of about two miles. The *Barossa* passed me, and I weighied at about 6.30 P.M., and followed her on a N. W. by W. course. We went on for about 20 minutes at about 5 miles an hour or half speed. The tide was then flood. At 6.45, I observed the *Barossa* come to an anchor about two points on my starboard bow. I still continued my course with the intention of anchoring close in shore again. I observed a green light on the other side of the *Barossa*, then about three points on my starboard bow. A minute or two afterwards, I observed the hull of a vessel, and still saw the green light at the mast-head. She was steering direct for my paddle-box. She was then about two cables' length distant. The night was clear. I said "stand by, below" and then sung out "stop her; put the helm hard a-starboard." If the *Titan* had not gone off, she would have been struck right end on in the paddle-box. The *Fire Dart* put her port paddle-box against our starboard paddle-box. Our head was W.S.W. when she struck us. We stuck on the mud and had to go full speed astern to get off again. After we got clear I went ahead. Their port-bow struck on my starboard bow, and their port paddle-box against my starboard paddle-box. When a cable's length off, I shouted out "where are you coming to," but received no answer. After they struck me they were still going full speed ahead. Before we got clear somebody called out "Have you not seen our red light," I answered "No, where is your light, look for it." After getting clear we looked at my compass and found we were heading S.W. They asked me to take them in tow to Shanghai. I told them I could not, but that I would lie by them for the night. I did so. I do not know why they wanted me to take them in tow. I went on to Shanghai in the morning. All hands were on deck at the time of the collision. They were fishing the port anchor. From the time that I gave orders to heave the anchor up until I anchored again, I was never off the bridge. My lights were burning, all newly

TO THE COURT:—I saw the *Titan's* three lights distinctly. The Pilot, a Chinaman, told the quartermaster to put her helm to port. The mate told him to put it hard a-port about half a minute after. Hearing the Pilot tell the quartermaster to port the helm, drew my attention to the vessel ahead. I had just come on deck. Thirty seconds did not elapse between the order for the helm to be put hard a-port and the collision. I can't say as to the thirty seconds; it might have been a minute. I saw the green light just as the order was given to put the helm hard a-port. This order was given before the red light disappeared.

J. ASKING said:—I am quartermaster of the *Fire Dart*. I was steering at the time of the collision. I first saw the *Titan* right ahead, rather on the port bow, just after we passed the *Barossa*. I saw all three lights on the *Titan*. We were then steering S. E. ½ E. This was about ten minutes or quarter of an hour before we came into collision. We anchored inside of the man-of-war. We were about two ship's lengths inside.

TO MR. COOPER:—When we passed the *Barossa* she was about three ship's lengths distant to starboard. I don't's recollect what time elapsed between the time we passed the *Barossa* and our changing our course. When we did so, the *Titan* bore S.E. ½ E. The collision took place on the starboard side of the *Barossa*. Our engines were never stopped. The mate was forward at the time of the collision. The chief Engineer ran below to the engines just before the collision. I consider that the *Titan* ran into the *Fire Dart*. If we had continued our course down the river I think there would have been a collision.

TO THE COURT:—I believe the mate first saw the *Titan*. I am certain I saw three lights on board the *Titan*. She was about two miles off when I saw her. From the time I saw her until the time of the collision, about twenty minutes elapsed. I think we lost sight of one of her lights. I am not sure. The *Fire Dart* was going about 8 knots at the time. She was heading about S. W. when she struck.

E. A. LOWE said:—I am book-keeper in Messrs. Heard & Co.'s. I made up this account (as to the expenses of repairing). I have gone over this myself and can testify to its correctness.

Mr. EAMES, in summing up the case for the steamer *Fire Dart*, said that the credibility of the witnesses called for the other side was a question to be left entirely to the Court. The testimony of the Captain of the *Titan* was not very intelligible; there was no reason why, if the *Titan* could have been put five points to starboard, she could not have payed off the same number of points to port. The *Fire Dart* had an undoubted right to follow the course she did. It was probable that the *Fire Dart* was almost on the top of the *Titan* before it was discovered by those on board the latter vessel, and in their alarm they put the helm to starboard. The rimmed and put in the boxes before we got under weigh. I can swear that I saw the three lamps in their proper position and burning the whole time. After returning to Shanghai I had a survey made, and made a contract for repairs for Tls. 750. The repairs were finished on the 21st of January, fourteen days after the collision. I paid two surveyors Tls. 16 each. I claim Tls. 50 a day for demurrage. The average earnings of the *Titan* for the last three months have been Tls. 50 a day.

TO MR. EAMES:—When I first saw the *Barossa*, she bore about N. W. by N. About 4 or 5 minutes after I first saw the *Fire Dart* she was heading right on for our paddle box. I have commanded steamers off and on for twelve years. I have also served as pilot to the mail boats for over two years. When I first saw the *Fire Dart* she was not swinging. When I saw her swinging she was close to us. A nautical man not seeing the red light, but seeing the mast head light and no side light cannot always tell whether or not a vessel is swinging. Two or three seconds elapsed between the time I saw her heading for my paddle-box and the collision. We were steering N.W. by W. and she fell off 5 points in those two or three seconds. She would fall off eight points in three seconds. When I saw her coming on for the paddle-box she was still falling off to starboard. Had I ported my helm, she would have struck me right on. Three or four seconds before the collision I saw the *Fire Dart* head for us. I could not have seen how the vessel was heading, at a greater distance than three quarters of a mile. I myself first discovered that the *Fire Dart* was heading on for us. I immediately gave my orders. By Tls. 50 a day earnings, I do not mean my net earnings. I am certain my engine was stopped before the collision took place. It had barely stopped.

TO THE COURT:—The *Titan* draws about 8 feet 6 inches of water. If the *Fire Dart* had kept her course, she would have cleared us by three cables' lengths, but she suddenly changed her course and headed across our bows; she was then at a distance of about three cables' length. I am quite certain that her paddle-wheels continued to revolve until after I cleared her. I am sure the paddle-wheels were going ahead, not the reverse. If the *Fire Dart* had stopped her engines even when alongside, there would not have been much damage done. I saw their green light and white light, not the red light. If I had seen the red light I would have put my helm hard a-port immediately. They crossed the *Barossa's* bow with the intention of crossing our bow. Had they cleared our bow they would have gone on the bank. I can't understand why the *Fire Dart* acted as she did. She passed on with helm hard a-port; I starboarded and went ashore. The *Fire Dart* went right round the compass on her port helm.

T. WALTER, pilot of the *Barossa* on the 7th January last, said:—At about 6 o'clock I was at dinner in the wardroom, the *Barossa* being at anchor, when I saw the lights of a vessel passing on the port side. I don't exactly know where the *Titan* then was. I shortly after heard a whistle as if of alarm. I jumped on deck and saw the *Fire Dart* on the starboard side with her head up stream. When I saw the *Titan* at anchor, she was close in to the south bank. When the *Fire Dart* passed the *Barossa* she was heading about S.E. ½ E. If she had not changed her course, I think the collision would not have taken place When I next saw the *Titan* she was on the south bank, but nearer to the *Barossa*. The *Fire Dart* had no business on the starboard side of the *Barossa* at all.

TO MR. EAMES:—When the *Fire Dart* passed the *Barossa's* bow she could not have been steering otherwise than S.E. by E. or S.E. ½ E. Three or four minutes after I saw the steamer through the port I heard the whistle.

TO MR. COOPER:—The *Fire Dart* might perhaps have gone between the *Titan* and the shore. It would have been running a great risk. No pilot would have taken a vessel in between.

PEDRO, 2nd mate of the *Titan*, said:—I was steering the *Titan* at the time of the collision. After getting under weigh the master told me to steer N.W. by W. I kept that course. About fifteen minutes after getting under weigh I saw the *Fire Dart*. I saw a green light on the port side of the *Barossa*. The *Fire Dart* passed across the bow of the *Barossa* and struck the *Titan*. About 6 or 7 minutes elapsed before I first saw that the *Fire Dart* was going to strike us, and the collision. The Captain told me to starboard about a minute before the *Fire Dart* struck. I put the helm over about two or three spokes, not hard over. When the *Fire Dart* struck I could not see her paddles, so do no know whether they were revolving. The *Titan's* had stopped about quarter of a minute.

TO MR. EAMES:—The Captain told me to starboard the helm. The mate did not tell me. When the steamer struck I was still putting the helm to starboard. I was prevented from putting it hard a-starboard by the vessel's heeling over.

This closed the case for the *Titan*.

E. A. PITMAN said:—I am first officer of the *Fire Dart* and was in collision with the *Titan* on the 7th January. I was in charge of the deck at the time. I ordered the pilot to port and keep her off two points to avoid the *Titan*. We were heading S.E. ½ E. at first. I had the helm put four points to port. The steamer was four points on the port bow. All of a sudden I saw the steamer put its helm a-starboard and run directly towards us. I told the man at the wheel to put the helm hard a-port, which he did, and I blew the whistle. The bow of the *Titan* then struck the bow of the *Fire Dart*. She knocked a hole through the *Fire Dart's* hull and did other damage. The engine was stopped when we struck. I saw that our three lights were in proper position. They remained there until we anchored. It was 20 minutes to 7 o'clock when I first saw the *Titan*, and it was between 5 minutes to 7, and 7 o'clock when the collision took place. We were bound for Ningpo. We did not go on after the collision. We anchored and went back to Shanghai the next morning. I considered it unsafe to pursue my voyage. The hole was right under the hull of the vessel and the wheel was also disabled.

TO MR. COOPER:—I have been on board the *Fire Dart* since November last. I have been in no collisions before I joined the *Fire Dart*. I have been present at no collision but this one, since I have been in her. There was no particular order given me by Messrs. Heard & Co. with regard to porting the helm in case of danger. When I changed my course the *Titan* may have been a mile and a half distant. She bore S.E. ½ E. after we kept away two points. By doing so we kept the *Titan* farther from us. We did not then anticipate collision. I saw the head of the *Titan* coming round as if her helm had been put hard a-starboard when about a quarter of a mile off. I kept the engines going in order to get clear. (Witness illustrated on paper the position of the steamers and the course they pursued). When I passed the *Barossa* the *Titan* was right ahead or perhaps a little on the port bow. I deny that the *Titan* was on the south bank of the river and that I crossed over towards her.

TO THE COURT:—I saw the *Titan* right ahead, a little on the port bow. She had her three lights out. I am confident that I looked right ahead. If she had been two or three points on the starboard bow I might have ported. Had she been close to, on the starboard bow, I would have starboarded. I saw the red and green lights of the *Titan* equally distinctly. The *Titan* bore S.E. ½ E. when I looked at her. I was standing on the port forecastle. When the *Titan* was coming towards us, we could not have afforded to keep on our course longer before porting our helm. It did not occur to me to try to stop the engines sooner than I did. I considered it would have been more unsafe to do so. The general rule is to pass on the port side.

F. HAROLD said:—I have been engineer of the *Fire Dart* for some time past, and remember the collision on the 7th January. I saw the *Titan* before the collision, on going on deck after dinner. I saw her three lights ahead, a little on the port bow. The *Barossa* was on our starboard side, a little astern. I did not notice my compass. I was not on deck at the time of the collision. When I saw that collision was likely to take place, I went down to stand by the engines. I did nothing until after the collision occurred, when I stopped the engines.

To Mr. COOPER:—I don't know why the *Titan* kept the course she did I lost sight of the red light a few seconds before we came into collision. I am quite positive she was not over on the South bank.

sub-lieutenant of the *Barossa*, when put in the witness-box, had stated that the *Fire Dart* had got colored lights out. If this were true, and there seemed no reason to doubt the statement made by the witness, who must have been entirely disinterested, it shewed the amount of attention that had been paid to the movements of the *Fire Dart* by those on board the *Titan*, as by their own statements they did not perceive any red light on board. It was about the safest course for the *Fire Dart* to pursue, to port the helm when she saw the close proximity of the steamer. He (Mr. Eames) would not ask the Court by quoting authority to prove that the fault of one did not exonerate the other, supposing it were decided that the *Fire Dart* was to blame.

Mr. COOPER said that the evidence adduced in support of the case of the *Titan* was so superabundant that it was almost an insult to offer any comment upon it; he would, however, remark that it seemed to him almost impossible to imagine that the collision was merely accidental. On the contrary, he regarded it as of a more wilful nature than the generality of collision cases. The sub-lieutenant of the *Barossa* stated that the collision might have been avoided by the *Fire Dart*, and this was corroborated by the evidence of the pilot who was on board the *Barossa* at the time the occurrence took place.

February 7th.

The award of the Court, the reasons for which were given at great length, was in favour of the *Titan*. The evidence given was so conflicting that, had not the disinterested evidence of Lieutenant Chowne of the *Barossa* been forthcoming, the Court would have found difficulty in deciding. That officer's evidence, however, showed that the *Fire Dart* put her helm a-port, in order to avoid collision with a vessel that was approaching her on her starboard bow. The rule that two ships meeting should put their helms a-port, was misapplied under these circumstances; as it is only intended to be followed when vessels meet "end on, or nearly end on," and this could not be construed to mean two or three points on either bow. When collision became imminent, the *Titan* stopped her engines and put her helm hard a-starboard, while the *Fire Dart* simply kept her helm hard a-port, without attempting to stop, and kept her engines going even during the time that the vessels were in collision. The officer in charge of the *Fire Dart* admitted that he anticipated collision when the vessels were a quarter of a mile apart, and under these circumstances should have exercised his seamanship, instead of adhering to a rule which it was allowable to depart from when greater danger attended the observance than the breach. The Court held therefore that there had been an error in judgment on the part of the *Fire Dart*, in respect to steerage, and a want of ordinary precaution in not stopping the vessel when collision became imminent; and considered her, therefore, liable for all the damage incurred. In conclusion, the Court remarked that it would no doubt be as satisfactory to the parties concerned as it was to the arbitrator, that the assessors by whose assistance the decision had been arrived at, represented both the nationalities interested, and quite agreed in the decision, which unfortunately proved unfavourable to the foreign side which had so liberally offered to abide by the arbitration of the Court.

THE following Proclamation, lately issued by the Siamese government, will prove of importance to many interested in the rice trade. The version which we now publish was translated and printed at the office of the *Siam Times*, and may therefore be looked on as accurate.

NOTIFICATION.

His Excellency CHOW PHYA PHRA KLANG, Minister of Foreign Affairs, begs to notify the Consuls of the various Treaty Powers, that the Ruling Authorities of Siam, having unanimously consulted together, instruct him to notify them, that, in the year of the Rat, Sixth of the Decade, the 14th of the Reign of His Siamese Majesty the present King, the Rice plantations of the West were overflowed, the other plantations suffered from drought. The people who cultivate the rice fields, in some instances realize two-tenths; in some instances one-tenth; and in some instances the Rice is a complete failure. Monied men under excitement have been buying up rice, till it has risen to two ticals per bucket. It has now fallen to 1½ of a tical per bucket. Paddy however, is still firm, 60 to 70 ticals per coyan for good or inferior. The price of rice does not decrease. It is dear all through the provinces and in the Capital. The people of the Provinces, the poor and the embarrassed, who have not the means to purchase grain, must seek in the forests wild yams, and gather bamboo seeds instead of rice. Sometimes they seek other substances and mix with rice for food. All are sufferers to a great extent.

The present has reached a crisis, which the English call *famine*, but which the Siamese call rice dear—destitution. Should the exportation of rice not be closed, the poor people will murmuringly cry out, "the contracting powers have mutually agreed upon provisions for the relief of the destitute, but the guardians of the Treaties in behalf of His Majesty the King, and the Consuls in behalf of Foreign countries, do not devise the means for the relief of the poor as provided for in those Treaties."

The 8th Article of the English Treaty says:—"Whenever a scarcity may be apprehended of Salt, Rice and Fish, the Siamese Government reserve to themselves the right of prohibiting, by public proclamation, the exportation of these articles."

The 6th Article of the agreement appended to the English Treaty, says:—"That a month's notice shall be given by the Siamese Authorities to the Consul, prior to the enforcement of the prohibition, and that British subjects who may previously obtain special permission from the Siamese authorities, to export a certain quantity of rice which they have already purchased, may do so even after the prohibition comes in force."

The 20th Article of the French Treaty says, concerning, rice, fish and salt;—"Toutefois, le Gouvernment Siamois se réserve la faculté d'interdire la sortie du sel, du riz et du poisson pour le cas où il y aurait lieu d'appréhender une disette dans le Royaume de Siam. Mais, cette interdiction, qui devra être publiée un mois à l'avance, ne saurait avoir aucun effet rétroactif. Nésanmoins, les négociants Français devront avertir l'autorité des achats qu'ils auront faits antérieurement à la prohibition."

Likewise in the Treaties which other countries have made, the stipulations are similar. Such are the stipulations of the Treaties. The Siamese Government desire the prosperity of the country, and perceive that if the exportation of rice is not forbidden, rice holders, on perceiving that paddy is dear, will convert it into cargo and take rice, will sell it to the ships, and leave only enough for personal consumption. Those who have no rice will suffer, and having no money to purchase, will combine and consume the rice which should be kept for seed. The time for cultivating arrives, there will be no seed. Should they purchase seed from other countries, it will not be serviceable as the soil of countries differ. If the seed grain is greatly exhausted, though there should be much rain, the fields cannot be cultivated to their full extent. Rice is the great article of export, and both parties will mutually lose; and the detriment to fields will be prolonged. Hence it is requested to close the export of rice, as per Treaties. If the Consuls have opinions on the subject, they will please assist in devising means that will be beneficial to the poor, and advantageous to the merchants for the future. There was a similar distress in England many years ago Flour for bread could not be purchased from other countries, the potatoe crop was a failure, and men died in multitudes. The Plenipotentiaries of the different countries, anticipating distress, consented to the making of these treaty clauses for the mutual advantage of both parties.

I now beg the lists of purchased Rice. and to notify you that, in this Second month, year of the Rat, 6th of the Decade, 14th of the Reign of our Sovereign, (i. e. the 28th Dec. 1864,) being one month before hand, that on the commencement of the 3rd month, 1st of the waxing, year of the Rat, 6th of the Decade, 14th of the present reign, (i. e. Jan. 25th. 1864,) we beg to close the exportation of Rice for seven whole months, till the end of the ninth month, year of the Ox, seventh of the Decade, 15th of the present

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Reign. At the end of the seventh month, if it is perceived that the rice-plants in the fields are in good condition; the early rains, and the middle rains natural, and the prohibition may be removed, a proclamation will be sent to you, announcing the fact. If the rains are not abundant, and the rice in the fields will not give a full yield, but great loss, we shall beg to continue the prohibition another year. With reference to the present prohibition, when the exportation is once suspended, there will be no retraction, the rice cannot be open for exportation till the specified time.

Your merchants and traders who have purchased rice, to whatever amount, will please send in statements of the same for the information of the authorities, who will be sent to investigate the matter. So that, when the prohibition takes effect, if they wish to export, they may be allowed to do so, to the amount specified as per statement. And we beg you to forbid their purchasing beyond the amount stated in their accounts. Let merchants seek vessels enough to export to the full extent the amount specified in their statements. Should the rice become cheap, and the merchants purchase and store, and they ask permission to export it before the specified time, it cannot be allowed. You will please issue proclamations for the information of all traders subject to you.

Given Tuesday, First month, 14th of the waning, Siamese civil Era 1226, year of the Rat, 6th of the Decade, 14th of the Reign of the present Sovereign.

(L.S.) CHOW PHYA PHRA KLANG,
Minister of Foreign Affairs.

Bangkok, Dec. 27th, 1864.

NOTICE.

上海新報

THE CHINESE SHIPPING LIST AND ADVERTISER is now issued regularly on *Tuesdays*, *Thursdays* and *Saturdays* and offers a sure means of communication with the Chinese Merchants, who have become so largely interested in the Shipping Interest here.

PRICE OF CHINESE NEWSPAPER.—$4 per annum or half a dollar per month.

TERMS OF ADVERTISEMENTS.—2 Tls. Cents per character.

Contracts will be made at low rates for three months and upwards with the Owners of Steamers and others trading to and from this Port—*payable in advance.*

NOW READY.

THE HONG LIST for January 1865. Apply at the Office of this paper.
Shanghai, January 20th, 1865.

ENGLISH & CHINESE CALENDAR, AND MAIL CARD FOR 1865.
May be had at this Office.
N.-C. Herald Office, January 18th, 1865.

COPPER-PLATE PRINTING.
CARDS Printed from ENGRAVED COPPER-PLATES at the *North-China Herald* Office.
Shanghai, May, 1863.

NOTICE.

ADVERTISERS are particularly requested to send in Circulars Notices, Advertisements, &c., intended for the morning issue, as early on the Afternoon or Evening of the preceding day, as is possible.

Much delay and inconvenience would be avoided if all communications on business were addressed to *The North-China Herald Office*, and not to individuals by name

As the Settlement has become so extensive, those of our subscribers who desire to get their papers early, would do well to send their own coolies to this Office at 8 o'clock A.M.

tf *Shanghai, 1st Oct., 1863.*

SHIPPING INTELLIGENCE.

ARRIVALS.

Date	Vessels.	Flag & Rig.	Tons	Captain.	From	Sailed	Cargo.	Consignees.
Feb 2	Serica	B. ship	707	Innes	London	Dec 26	General	Birley Worthington & Co
.. 2	Fire Dart	A. str	420	West	Ningpo	Feb 1	General	Augustine Heard and Co
.. 2	Fei-ma	B. str	121	Dunlop	Ningpo	Feb 1		Moses and Co
.. 3	Mette							
.. 3	Kiangse	A. str.	547	Grey	Ningpo			Russell and Co
.. 4	Bourdet	HBMs-b		Kennet	Kiukiang			
.. 4	G. C. Love	B. schr	102	Flad	Hakodadi	Dec 27	Sea Weed	A. R. Tilby and Co
.. 4	Calypso	A. ship	560	King	San Francisco	.. 6	Ballast	Captain
.. 4	Whampoa	B. str.	115	Batten	Ningpo			David Sassoon Sons & Co
.. 4	Kiangse	A. str.	547	Grey	Ningpo			Russell and Co
.. 5	Pembroke	A. str.	243	Johnson	Nagasaki			Russell and Co
.. 5	Viola	B. str.	681	Hooper	Ningpo			Jardine, Matheson & Co
.. 5	Kiangse	A. str.	547	Grey	Ningpo			Russell and Co
.. 5	Fire Dart	A. str.	420	West	Ningpo			Augustine Heard and Co
.. 5	Vulcan	B. str.	130	Coolie	Chefoo			Gibb, Livingston and Co
.. 6	Fei-ma	B. str.	121	Buckland	Ningpo	Feb 5	General	Moses and Co
.. 6	Dunbarton	B. str.	954	Vincent	Hongkong	.. 2	do	Gibb, Livingston and Co
.. 6	Hoquong	A. str.	1339	Johnson	Hankow		do	Russell and Co
.. 6	Chockchafer	H M b-g		Dayrell	Amoy & Ports			
.. 7	Formosa	B. str	600	Cates	Yokohama	Feb 1	Silk, &c	E. Warden, Agt. P.&O. Co
.. 7	Oriflamme	A. str	1204	Lane	Hongkong	.. 2	General	Russell and Co
.. 7	Fire Dart	A. str	420	West	Ningpo	.. 6		Augustine Heard & Co
.. 7	Noe	B. bark	266	Leveque	Sydney	Nov 11	Coals	Johnson and Co
.. 7	Stirling	A. bark	309	Bourne	Sydney	Feb 1	Ballast	Dent and Co
.. 7	City of Mobile	B. ship	2000		New York		Coals	Order
Feb 7	Tun-sin	B. str.	610	Bound	Hankow	Feb 2	General	Geo. Barnet and Co
.. 9	Kiangse	A. str	547	Grey	Ningpo	Feb 7		Russell and Co
.. 9	Fire Dart	A. str.	420	West	Ningpo	do 8		Augustine Heard
.. 9	Whampoa	B. str	115	Batten	Ningpo	Feb 8		David Sassoon Sons & Co
.. 9	Nepaul	B. str.	541	Andrews	Hongkong	Feb 4	General	E. Warden, Agt. P.&O Co
.. 9	Labourdonnais	Fr str	998	Pellissot	Hongkong	Feb 3	Mails, &c	Messageries Imperiales
.. 9	Heversham	B. bark		Pearce	New York	Sep 10		H. Fogg and Co

DEPARTURES.

From the anchorage.

Date.	Vessels.	Flag & Rig	Tons	Captain.	Destination	Cargo.	Despatched by
	Princess of Wales	B. bark	353	Batton	Montreal	Tea	Fletcher and Co
Feb 4	Spirit of Trade	B. bark	502	Simpson	Liverpool	Cotton	Smith, Kennedy and Co
.. 4	Fusi-yama	B. str	2000	McQueen	H'kow & Ports		Dent and Co
.. 4	Pomone	B. str.	590	Catto	Nagasaki	Sun. &c	Smith, Kennedy and Co
.. 4	Kiangse	A. str.	547	Grey	Ningpo	do	Russell and Co
.. 5	Wosee	B. str.	411	Oakney	Hongkong	Tea, &c	Dow and Co
.. 5	Whampoa	B. str	115	Batten	Ningpo		David Sassoon, Sons and Co
.. 6	Benvenue	B. bark	414	Keay	London	Tea	Nichol Latimer and Co
.. 6	Hertha	Han br	129	Jacobsen	Hongkong	Sun. &c	Siemssen and Co
.. 6	Express	B. str.	451	Castilla	H'kow & Ports		Jardine, Matheson and Co
.. 6	Nanzing	B. str	419	Morrison	Hongkong	Tea, &c	Trautmann and Co
.. 5	Fire Dart	A. str	420	West	Ningpo		Augustine Heard and Co
.. 6	Kiangse	A. str	547	Grey	Ningpo	Stores	Russell and Co
.. 6	Whampoa	B. str	115	Batten	Ningpo	Opium	David Sassoon, Sons and Co
.. 7	Chetah	B. bark	758	Reid	Hongkong	Ballast	Fletcher and Co
.. 7	Fire Dart	A. str	420	West	Ningpo	Stor's &c	Augustine Heard and Co
Feb 9	Cadiz	B str	480	Browne	Hongkong *	Silk, &c	E. Warden, Agent P. and O. Co
.. 9	Fire Dart	A. str.	420	West	Ningpo	Ballast	Augustine Heard and Co
.. 9	Pembroke	A. str	243	Johnson	Nagasaki	Sun., &c	Russell and Co
.. 9	Fire Queen	B. str	1113	Johnson	H'kow & Ports		Lindsay and Co
	Shelbourne	B. bark	372	Lowe	Montreal	Tea	Jardine, Matheson and Co
	St. Julien	Fr bk	246		Yokohama		Vaucher, Frères

* With Mails.

SHIPPING IN HARBOUR AND AT WOOSUNG, FEBRUARY 11, 1865.

MERCHANT STEAMERS.

Vessels.	Date of Arrival	Flag & Rig.	Tons	Captains.	Consignees.	Destination.	Intended despatch
Anna	Aug 26	A. str	63		H. Fogg and Co............	Laid up	
Bo-Peep	June14	Chi. str	73	Cochran		Laid up	Imdt
City of Nantes	Oct 30	B. str.	204	Gibson	Dow and Co................	Nagasaki	13th inst
Confucius	Jan 6	Chi. str		McCaslin			
Cricket	June 1	A. str	81			Laid up	
Enterprise		A. str	107		H. Fogg and Co............		
Faust		B. str.	30		Jardine, Matheson and Co....	Laid up	
Fenella	Dec 15	B. str	179	Randal	Nichol Latimer and Co......		
Firefly					Chinese Government	Repairs	
Formosa	Feb 7	B. str	600	Cates	E. Warden, Agent P. and O. Co		
Foh-kien	May 30	B. str	923	Johnson	Russell and Co		
Gazelle					Wheelock and Co............		
Grete		Pru. str	30	Hoffmann	Smith, Kennedy and Co......		
Island Queen	Nov 13	B. str.	129	Sutherland	F. R. Gamwell	Laid up	
Kiang-loong	Aug 15	A. str.	945	West	Augustine Heard and Co		
Labourdonnais	Feb 9	Fr str.	998	Pellissot	Messageries Imperiales		
Little Mary	May 21	B. str			Lamond		
Mandarin	June 27	B. str	93		J. H. Wignall and Co........		
Mercury	June 28	B. str.		Baynton	Reid and Co		
Nepaul	Feb 2	B. str.	541	Andrews	E. Warden, Agent P. and O. Co	Hongkong	
Nora Creina		B. str	93				
Oriflamme	Feb 7	A. str	1204	Lane	Russell and Co	Hongkong	To-day
Poyang	Feb 1	A. str	827	Blanchard	Olyphant and Co............	Ho'kw & Ports	To-day
Pluto	Jan 12	B. str		Plass			
Rose	June20	A. str					
Sir Harry Parkes	Jan 28	B. str.	546	Cull	Shaw, Brothers and Co......	Hongkong	Imdt
Shandon	May 9	B. str.	114		[illegible] and Co	Laid up	
Tsepang-nyo	Jan 9	Br str	517	Grindle	Trautmann and Co..........		
Taurus					Wheelock and Co............		
Tah-wah	Feb 10	A. str	145		H. Fogg and Co		
Teatlee	Feb 10	A. str	60	Lowell	Russell and Co		
Viola		B. str			Jardine, Matheson and Co....	Hongkong	Imdt
Vulcan	Feb 5	Br str	130	Coolie	Gibb, Livingston and Co......		
Vulcan	Dec 15	B. str.		Pendleton	Lindsay and Co		
Willamette	Jan 9	Chi str.					
Wan-Loong-Fei		B. str.	600	Robb	Geo. Barnet and Co		
Ying-tsze-fei	Feb 6	B. str.	315	Stocks	Trautmann and Co..........		

37 *Steamers.*]

MERCHANT VESSELS.

Vessels.	Date of Arrival	Flag Rig.	Tons	Captain.	Consignees.	Destination.	Intended despatch
Alexandrina	Jan 24	B. ship	670	Baird	Chapman, King and Co......		
Ailine	Jan 22	Ha. sh	607	Kier	Wm. Pustau and Co	Hongkong	7th inst
A. Kasakewitsch	Oct 3	Hal. bk	258	Corsen	Bourjau, Hubener and Co....		
Agamemnon	Oct 14	B. ship	488	George	Jardine, Matheson and Co....	Liverpool	
Alice	Aug 17	B. bark		Rowe	H. B. Cama and Co		
Amoy Trader	Sept 3	Pru ser	109	Wulbrand	Wm. Pustau and Co	North	Imdt
Ann	Dec 16	B. brig	283	Stephen	Augustine Heard and Co......		
Antipodes	Dec 28	B. bark	592	Coles	Smith, Kennedy and Co......		
Ark	May 21	A. bark	266	Luce	Augustine Heard and Co		
Bella	Jan 27	B. bark	448	Turner	Phillips, Moore and Co......		
B. W. Seyburn	Feb 1	A. schr	333	Nye	H. Fogg and Co		
Blackwood	Jan 20	B. bark	300	Casper	Order		
B. Banner	Jan 12	B. bark	387		Order		
Beatrice	Sept 21	B. bark	419	Marten	Lindsay and Co	London	Early
Belle		A. schr	115				
Cassy	Jan 27	B. —		Spencer	Smith, Kennedy and Co......		
Caroline Coventry	Jan 18	B. ship	888	Jones	Frazar and Co..............		
City of Mobile	Feb 7	A. ship	2000		Order		
Cathrine	Jan 16	B. bark	414	Lowe	Dent and Co	Hongkong	13th inst
Canvas Back	Sept 5	B. ship	670	Gunderson	Russell and Co		
Carrizal	Dec 27	B. bark	398	Lay	Smith, Kennedy and Co......	Liverpool	Imdt
Catalpa	Aug 15	A. bark	240	Stevens	Frazar and Co..............	Swatow	To-day
Calypso	Feb 4	A. ship	560	King	Augustine Heard and Co		
Clarendon	Dec 11	B. ship	636	King	Smith, Kennedy and Co......		
Concurrent	July 16		239				
Buck	Jan 25	B. schr	145	Diederichsen	Cama and Co		
Durban	Jan 11	B. bark	394	Johnson	W. R. Adamson and Co......	Liverpool	
Esmeralda	Jan 27	Nor. sch	313	Buck			
Egmont	Jan 28	B ship		Morgan	Maertens Latham and Co		
Emma		H schr	110				
Empress Eugenie	Jan 15	B ship	586	Collin	Bourjau, Hubener and Co	Hongkong	Early
Fiorella	Oct 20	B. ship	448	Murray	Fletcher and Co............	New York	Early
Garland	Feb 2	A. schr		Carter	Olyphant and Co		
Grenadier	Jan 14	B. bark		Miller	Smith, Kennedy and Co		
Guajara	Jan 12	Fr bk	271	Raffin	Wm. Pustau and Co	Yokohama	To-day
Gananoque	Dec 30	B. ship	475	Richl	Jardine Matheson and Co		
Helena	Jan 21	Da. sh			Order		
Halcyon		Re. cut		Knudtsen			
Heversham	Feb 9	B. bark		Pearce	H. Fogg and Co............		
Her Majesty	Aug 17	B. ship	1112	Seymour	Dadabhoy and Co	Liverpool	Early
Jeanne & Joseph	Jan 30	Fr bg	149	Tribarren	Buissonnet and Co..........	Tientsin	20th inst
James Paton	Feb 1	B ship	397	Wilsons	Smith, Kennedy and Co.		
John Norman	Jan 29	B. ship		Edwards	Gilman and Co		
J. C. Munro	Oct 19	B. ship	612	Wood	Lindsay and Co	Hongkong	cld 9 inst
James Miller	Nov 30	A. schr	471	Carbonett	Ansel and Co..............		
Jane Leech	Nov 15	B. ship	903	Bingham	Smith, Kennedy and Co......		
John Nicholson	Nov 2	B. ship	685	Heffernan	Jardine, Matheson and Co....		
Keen-ta	Feb 1	B. bark	286	Gall	Chapman, King and Co......		
Keoka	Jan 27	A. bark	247	Cavanagh			
King-an	Jan 14	B. ship		Wills	Order		
Kaffir Chief	Sept 12	B. schr	186	James	Order		
Kate Cleather	Nov 9	B. bark	372	Johnson	Order		
Lauderdale	Jan 27	B. ship		Hutchins	Jardine, Matheson & Co		
Lord Clarendon	Jan 21	B. bark	570	Borstel	Anger and Co		
Lo-ling	Jan 13	Ha. bk	306	Mortensen	Wm. Pustau and Co	Amoy	Early
Lady McNaght'n	July 6	B. ship	570		Geo. Barnet and Co..........		
Lalla Rookh	Dec 28	B. ship	369	Campbell	A. R. Tilby and Co..........		
Looling	Oct 16	Pru b	240	Dunn	Oxford and Co..............		
Mary Ann	Jan 31	B. ship	713	Mitchell	Bourjau, Hübener and Co....		
Mirabelle	Jan 27	B. ship	1200	Martin	Fletcher and Co............		
Noe	Feb 7	B. bark	266	Leveque	Johnson and Co		
Morning Star	Dec 12	B. ship	567	Johnston	Frazar and Co..............		
Nestor	Feb 1	A. bk	487	Clentman	Augustine Heard and Co	Chefoo	10th inst.
Nicolo Barabino	Jan 25	Ita bk	370	Revel	British Government		
Nonpareil	Jan 27	B. ship		Smith			
Ocean Gem	Dec 14	B bark	342	Selbey	Russell and Co		
Pilon Elena	Jan 3	Aus bk	672	Pemanouch	Jardine, Matheson and Co....		
Panama	Jan 22	B. bark	395	Johnson	Bourjau Hübener and Co....	Hongkong	cld 10 inst
Pathfinder	Jan 18	Ha. bk	350	Svovmand	Wm. Pustau and Co	Fuchau	10th inst
Potmise	Jan 9	B. ship			Jardine, Matheson and Co....		
Queensbury	Nov 11	B. ship	635	Binnie	Johnson and Co............	Liverpool	Early
Quick	Dec 1	B. brig	220	Vébert	Bourjau, Hubener and Co....		
Quivive		B. schr	107	Brown	David Sassoon, Sons and Co..		
Ruby Castle	Jan 30	B. ship	591	Sharp	Mackenzie and Co		
Rigi	Jan 13	Fr bk	322	Pontac	Vaucher, Frères............		
Resolute	Dec 13	B. ship	634	McGillvery	Gilman and Co		
Rolla	July 3	B. brig	114	Roberts			
Rover	Jan 27	A. bark	360	Hunt			
Serica	Feb 2	B. ship	707	Innes	Birley, Worthington and Co..		
Stirling	Feb 7	A. bark	309	Bourne	Dent and Co		
Shakspeare	Jan 29	B. bark		Thomas	Fletcher and Co............		
Surat	Jan 19	B. ship	999	Dunlop	Frazar and Co..............		
Sauton	Jan 10	B. bark	310	Crepnell	Gibb, Livingston and Co		
Stanley	Jan 9	B bark	334	Douthly	Dow and Co................	London	Early
Star Queen	Nov 17	B. ship	769	Sherwold	Smith, Kennedy and Co......	Hongkong	cld 10 inst
Stuart Wortly	Nov 18	B. ship	791	Nicholson	Fletcher and Co............	Liverpool	Early
Thos. Dryden	Dec 19	B. bark	456	Brown	Order		
Ukko	Jan 9	Rus bk	706	Huovinen	Smith, Kennedy and Co		
Vaguard	Jan 25	B. ship	626	Scott	Fletcher and Co............		
Woosung	Jan 9	B ship	729	Colebank			
Wm. Melhuish	Dec 23	B. ship	707	Duff	Smith, Kennedy and Co......		

91 *Vessels.*]

HULKS.

Name	Commander	Flag	Tons	Agents
Berwick Walls		(Floating Hospital)		
Bethel				
Louisa		British ship	90	Wheelock and Co
Melbourne	Friday	British barque	594	Shaw, Brothers and Co
Ngapuhi		British ship	545	Harbor Master
Nimrod		British barque	262	H. I. M.'s Customs
Phillip I	Oakman	American barque	293	A. L. Freeman
Pons Ælle	Beaglehole	British barque	480	A. R. Tilby and Co
Russ				F. R. Gamwell
Samuel Stoddart				

TUG BOATS PLYING FOR HIRE.

Name	Commander	Flag	Tons	Agents
Bunker Hill	Dobbyn	American steamer	63	Augustine Heard and Co
Fei Yuen	Ericsson	British steamer		Shanghai Tug and Lighter Co
Fokelin	Skene	British steamer	70	Captain Patridge
Hercules	Parks	British steamer		Wheelock and Co
Little Orphan	Denning	American steamer	180	Augustine Heard and Co
Martin White	Parkes	American steamer	100	H. Fogg and Co
Powerful	Ryder	Ham. steamer	50	Wm. Pustau and Co
Titan	Cooley	British steamer		Smith, Kennedy and Co

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